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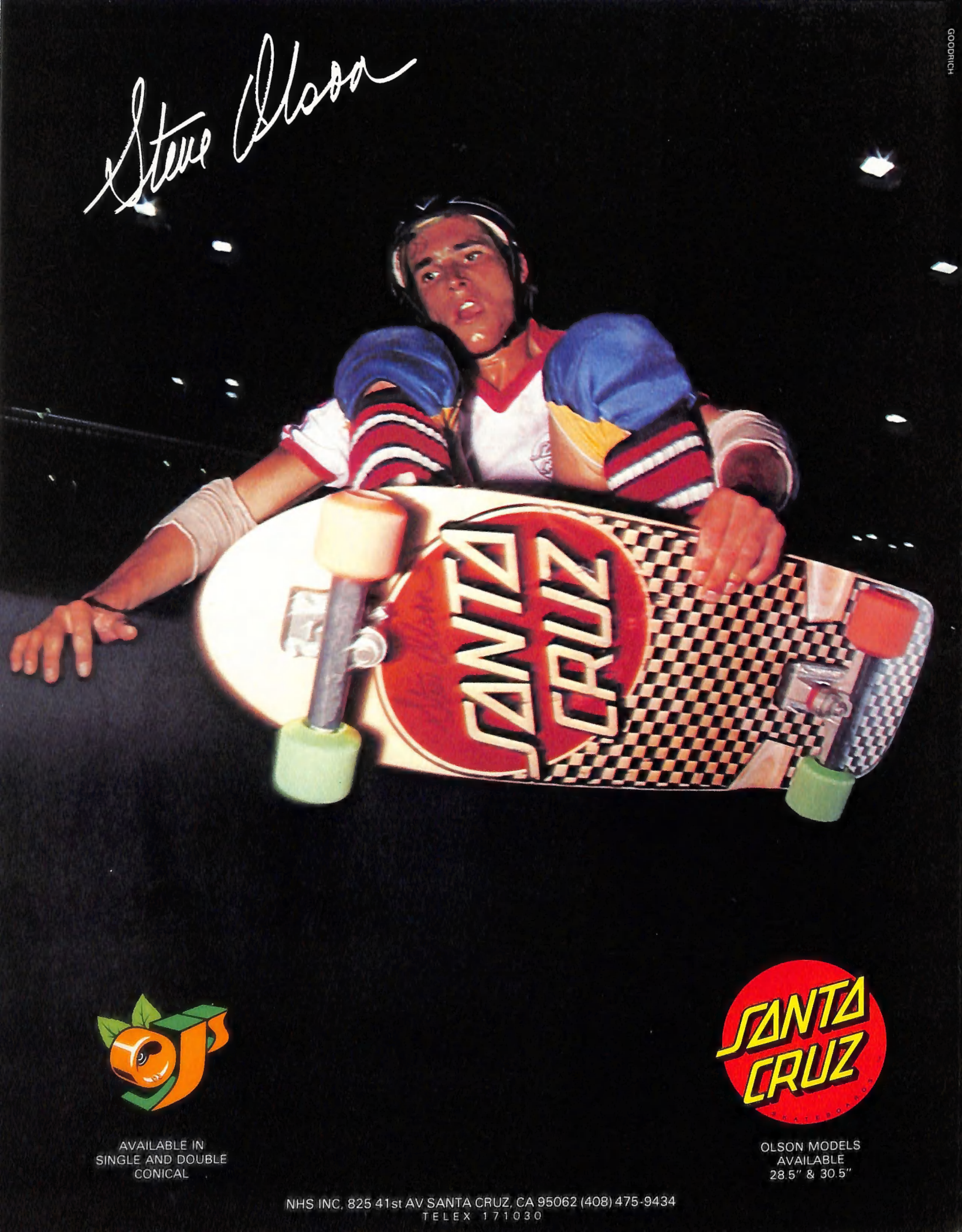
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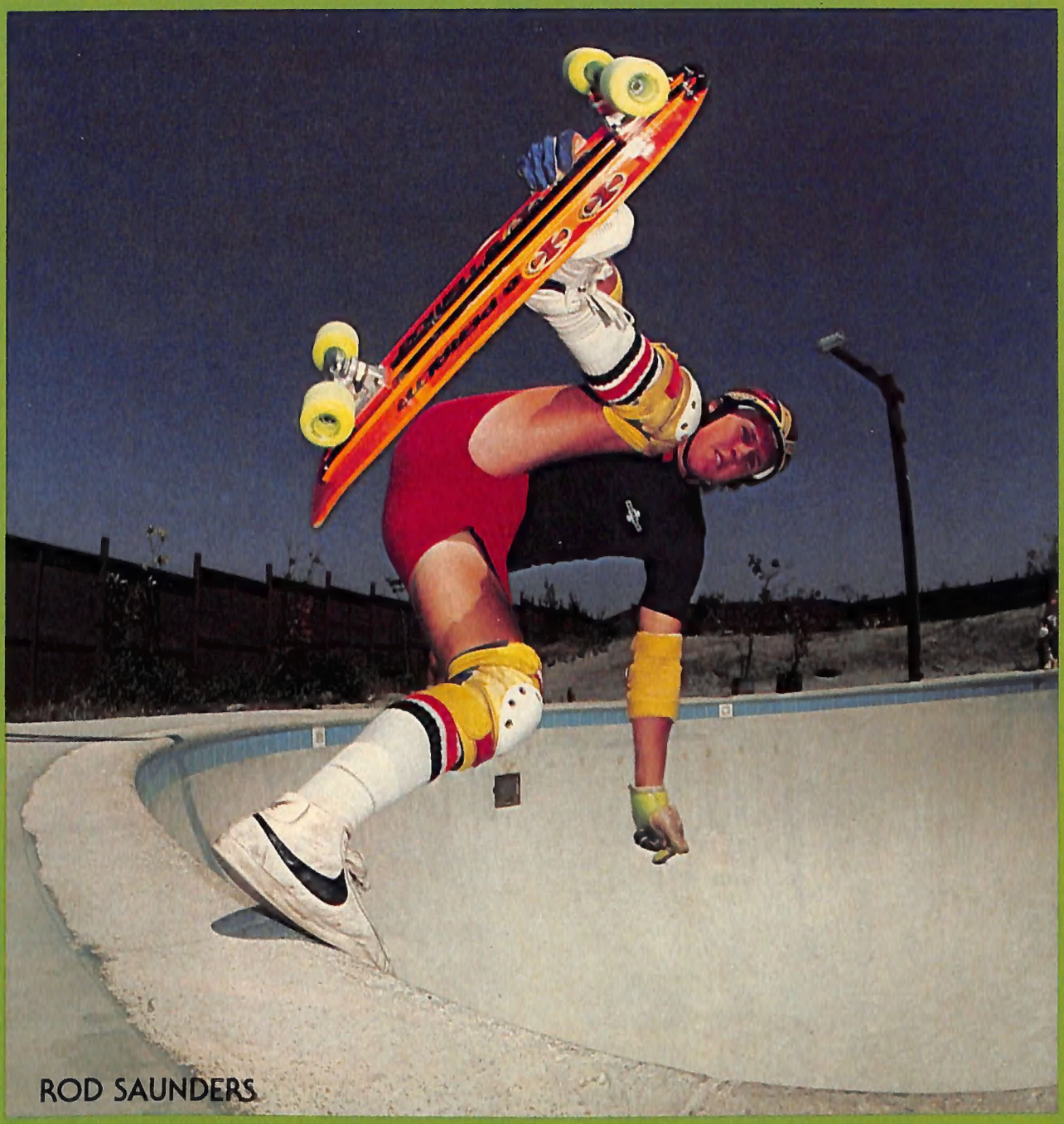

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SkateBoarder

Contents

VOL. 6, NO. 2 SEPTEMBER 1979

FEATURES

29 INTERVIEW: SINCLAIR AND HENDERSON
• Benito Schwartz

36 BEEF BOWL PRO
• Bob Skoldberg

48 MEXICO TRAVEL ADVENTURE
• Mike Williams

52 LAGUNA SECA RACES
• D. David Morin

60 BACK TO BASICS: Berts
• Curtis Hesselgrave

68 MELLOW CAT
• Ted Richards

PHOTOGRAPHY

40 FOCUS

DEPARTMENTS

13 SKATE TIPS: Curb Grinding
• Doug Schneider

15 SKATE POST

27 SKATE SAFE: Board and Truck Maintenance
• Curtis Hesselgrave

28 ROLL 'N ROCK
• Corky Carroll

58 EQUIPMENT RAP

62 WHO'S HOT

70 COMPETITION BRIEFS

72 OFF THE WALL

79 EXTRA

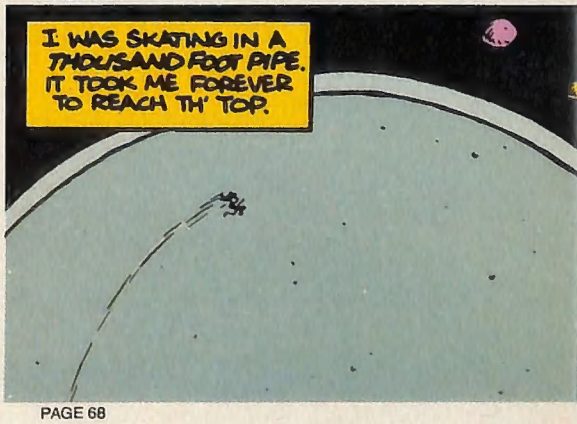
PAGE 36

PAGE 40

PAGE 52

PAGE 60

PAGE 29



PAGE 68

COVER:
Eddie Elguera, a top-rated amateur recently turned pro, has surged ahead in Pro/Am bowlriding competition due to an amazing command of ultramodern moves. Aerial bert, High Roller. Photo: Cassimus

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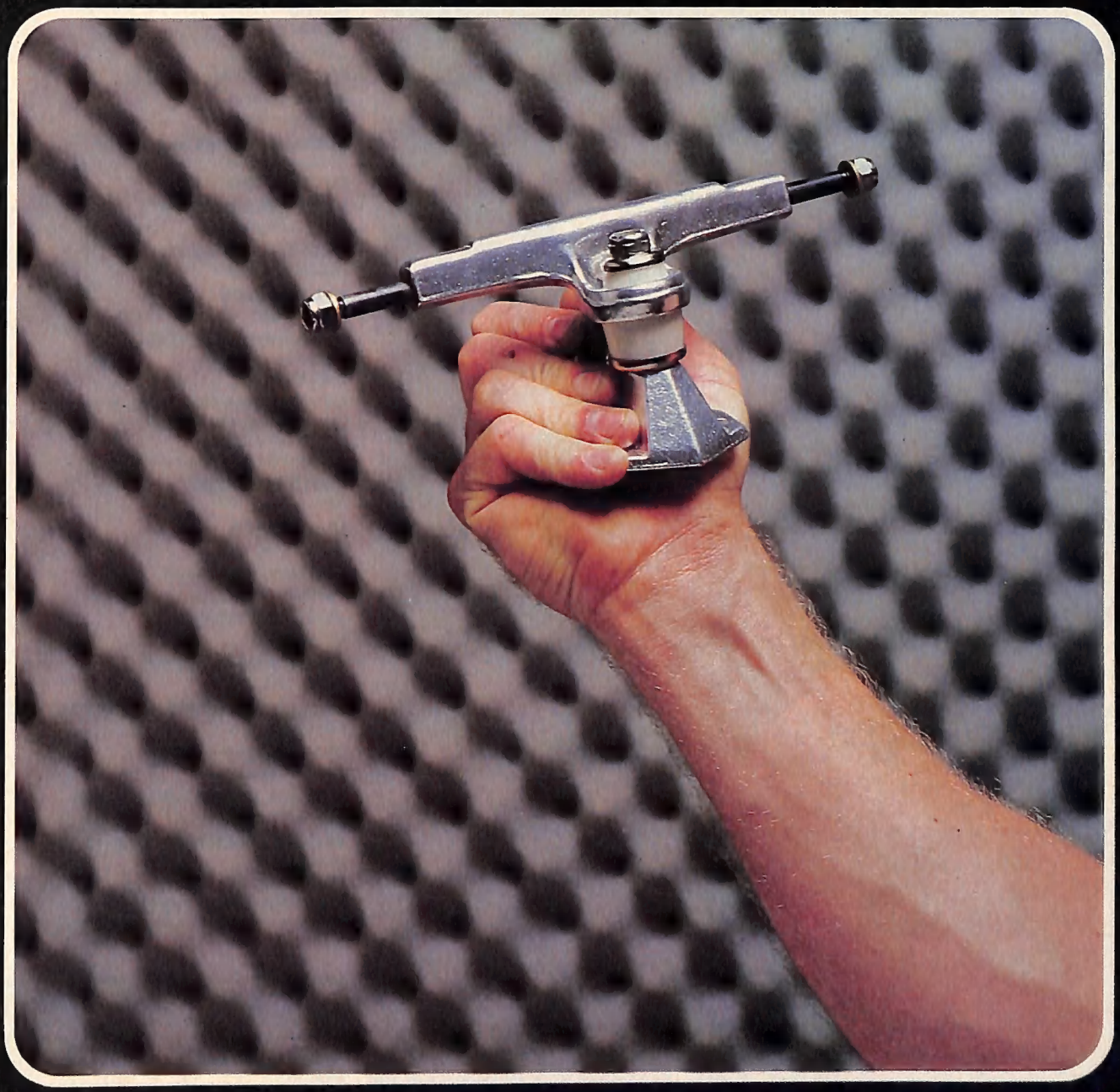

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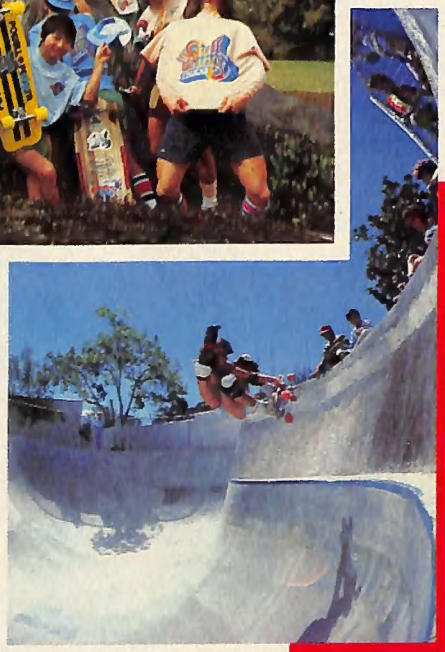

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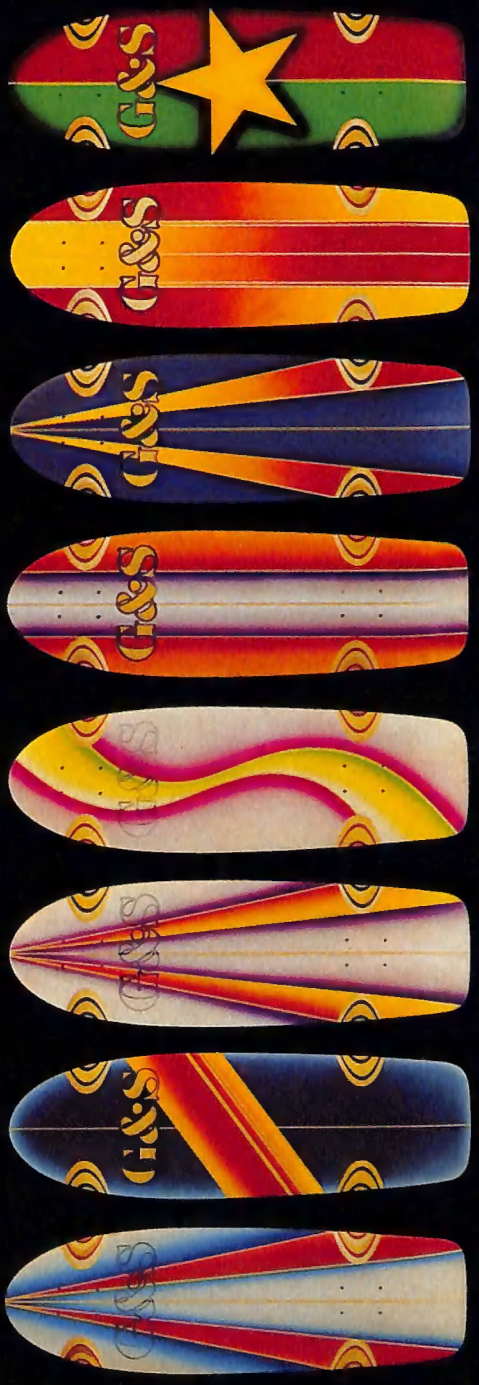

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Skate Tips

Number Thirty-eight

CURB GRINDING

by Doug Schneider

The hardest and most important part of curb grinding is finding the right location. A nice, level, unpainted curb with a wide sidewalk is preferable. Curbs that are painted or on a downhill slant tend to make the board slide out too easily. It helps to choose a spot with few people walking by, as you may tend to shoot your board out while learning. For the same reason, avoid all but the least traveled streets. It isn't an uncommon sight to see a stray board fall prey to a passing automobile. Above all, don't skate where local authorities are bound to enforce anti-skateboard laws. Tickets are a drag.

Technique

Once you've finally found a good spot (which may take awhile in some areas), you're ready to go. You ride toward the curb at an angle just as if you were doing a frontside. To do a carving curb grind, make sure you keep most of your weight on your heels, otherwise the board will just tip out from under you. To do a kickturn curb grind, you keep your weight more or less centered. As you approach the edge of the curb watch your outside wheels closely. When you see them starting to go over, you turn back towards the sidewalk. The further you let your wheels go past the edge, the gnarlier the grinder will be. The more intense it gets, the more you will have to pull the board out of the grind by pulling with your front foot. It's fun to see just how much edge you can get and still make it. Don't forget to watch for Mr. Wilson. He will strike anyone anytime they decide to get too careless.

When you don't have anything else to do, curb grinding is a great way to waste time, as well as your trucks. But then, you can always tell your friends that you made the grind marks at your favorite pool.

Layback grinder, Bob Smith.

Edge carve, Doug Schneider.

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Skate Post

HOLLYDAY

Please be advised that Wally Hollyday had no hand in the design of Skate City Skatepark, Whittier, Calif., as stated in your July 79 issue under the caption of my son Brandon Kent's photo in your "Off the Wall" section. The only thing I let Pete Drolhoff and Wally sculpt on their own was the shallow end of the capsule pool. Their only involvement on the project was working as laborers for Red Diamond Constructors under mine and Jeff Potter's supervision for the last month-and-a-half of excavation. In short, I "Arthur Frank Kent" am the only designer of Skate City.

It is important that you print the facts and not the grapes off the vine.

Art Kent

"We regret any misstatement on the matter . . . Wally Hollyday, who is currently involved in a skatepark project in the Midwest, was unavailable for comment at press time." . . . Ed.

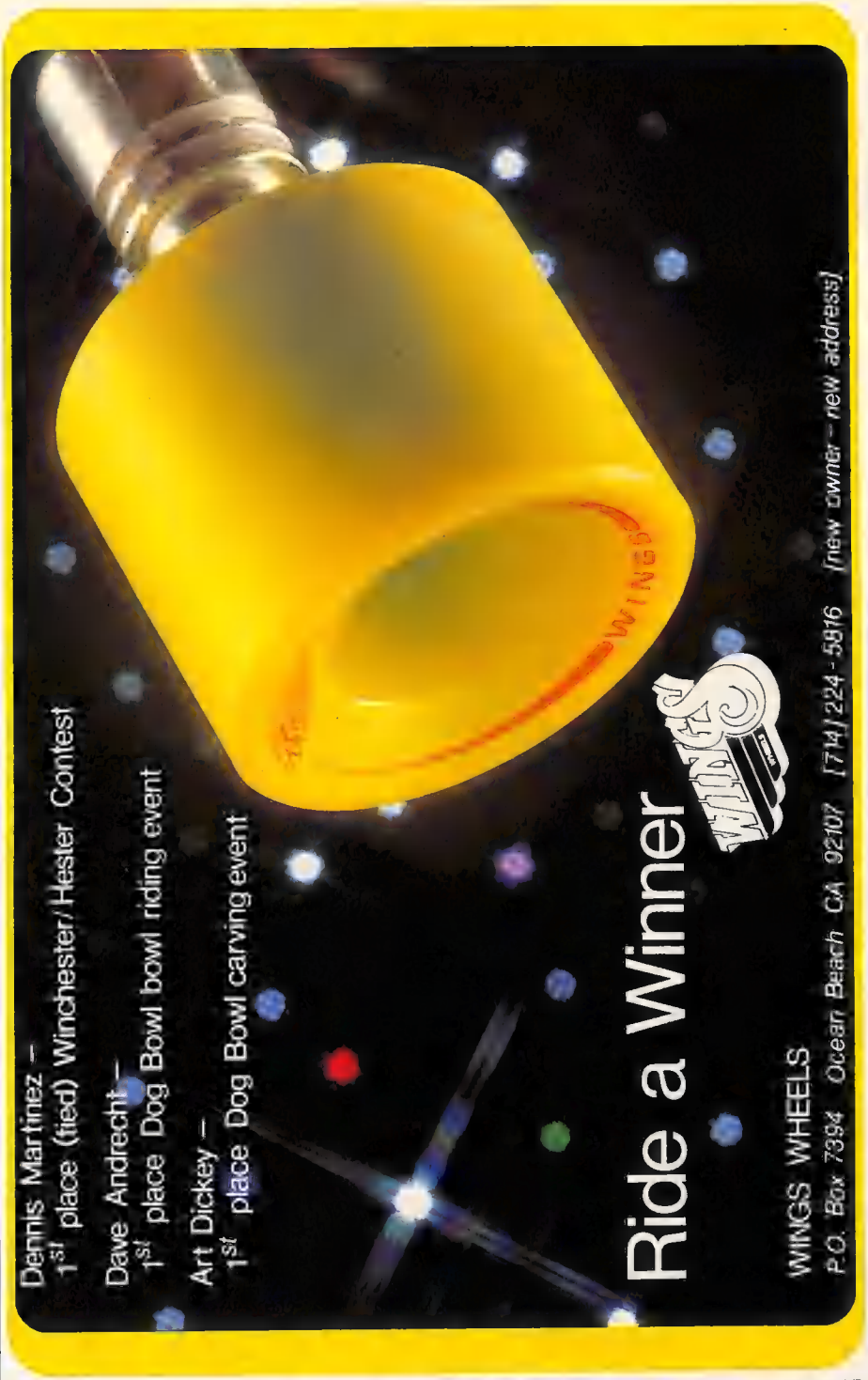
WE WON

I just heard 5 mins. ago on the news that we won! The CPSC turned down the proposed ban on skateboards because enough people took the opportunity to write — Thanks!

Anonymous,
Salem, N.H.

"REAL" SKATERS!

I can't believe the letter "Real" Skaters? in June 1979 (Vol. 5, No. 11). I live on the East Coast and nowhere near the ocean and I consider myself a "real" skater. It seems that this guy doesn't realize that many skaters don't live on the West Coast or in California. Many skaters, including myself, don't live near the ocean or even surf for that



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matter! These people can skate pretty well too! By the way, I've been skating 4 years and I don't think I'm about to stop. Skateboarding would not be where it is today if it weren't for us other skaters, too. If this guy would just let everybody do their own thing, he might see some new styles and techniques.
Clayton Mowry
Schnectady, N.Y.

DOUBLES

Why don't you guys down there put in more pictures of *doubles*.
Ron M.
"Watch for a doubles feature soon."
. . . Ed.

MORE OR LESS BOWLRIDING

I've been a reader of your magazine since almost day one. Lately the quality of your once inspirational, number one magazine has slumped. We are so sick of bowlriding. Nowadays one new issue is just like the one before. My friends used to get so blown away when they'd look through SKATEBOARDER. But now with all bowlriding, it's beginning to bore us. How about a change. Let's see other pictures instead of bowlriding cover to cover.

SKATEBOARDER Magazine is a great influence in the skateboarding world, but who wants to see the same thing month after month. In the Clearwater article, just 20% of the contest was bowlriding but nearly 100% of the pictures in the article were of bowlriding. Let's start seeing a better view of skateboarding. Freestyle and slalom deserve some recognition at least. If people don't see these in the mag they think they're dead or something. Let's see a change.
Concerned Readers
Cookeville, TN

I think your mag is great! More vertical less freestyle. An interview with Strople or Adams wouldn't be bad. Your interview with McGill and Gelfand was hot! I really got stoked readin' it! We got a hot park up here in *Michigan*. The boyz is really ripping and shredding. Watch out for us in the *near* future! Keep up the great work with the mag.
Eric Kelly
Holly, MI

I have two things to discuss with you. First is the SKATEBOARDER Poll Awards. Do the ballots sent in from your readers influence the placing of the skateboarders on the list? If so, I think it is a dumb idea. How would people living half way around the world know how good a certain rider really is? The pictures and interviews help, but I don't think it is fair for the standings to be determined by people who don't know anything. If the polls in the magazine

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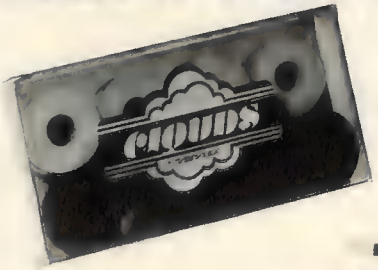

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don't count, it still is a bad idea. Why even write it in if it doesn't count? The second problem is that your magazine is only full of radical bowlriding pictures. Why not call it "Pipes, Pools and Parks"? Why call it SKATEBOARDER when 99% of the information is on park maneuvers? The reason I buy your magazine is because I would like to find freestyle maneuvers I can try around the sidewalk, but all I find is radical junk that I know I can't even try. Another thing, try to find a good freestyle board in your advertisements.

Bang,
AK

"First off, our poll winners are totally determined by the readers, though, necessarily, it is more or less a popularity poll. Secondly, we are making an effort to cover other important areas of the sport, as evidenced this issue by our tips on curb grinds (p 13) and berts (pp 60-61), and through our slalom coverage (pp 36-39 and pp 52-57). Thirdly, the ads are determined by the advertisers . . . Write them!" . . . Ed.

SHORT GUYS

Thanks for giving us short guys some recognition, because it's pretty tough being small. Micke Alba and Bert LaMar are really great. Keep up the good work cause your mag is the raddest.

Maniac
Skate Crazed

Could I please have Bert LaMar's home address. I think he's a total babe! (I won't give it out!)

Jody Hooper
Anaheim, California

"Neither will we!" . . . Ed.

OLSON

I think Steve Olson's opinion about girls is wrong. He said, "I don't think females will ever be as good as guys." Well, just wait. Soon the "females" will be doing the tricks guys do, *only better.*

Bunny Price
Lomita, Cal.

I have a message for Steve Olson. I've been doing my "own thing" ever since I was born. I wasn't raised to be a "boy" or a "girl," but to be me. And if you would like to know, you get in my way, too. In fact you wasted eight pages of my SKATEBOARDER Magazine. It's too bad you're on such a big ego trip because I *thought* you were a good skater.

KH from CA

I'd like to compliment Steve-O for his very stylish nose pickin' an' flickin' punk rock action. (Totally Rad-E-Kal-Mon!)

Ted Nugent
Motor City, State of Shock

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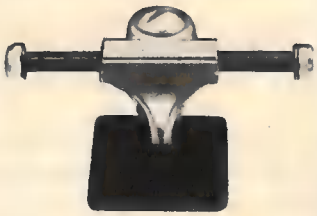
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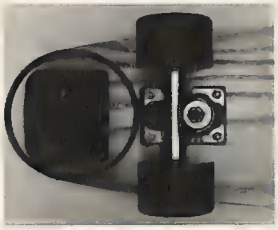

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skaters are waiting very anxiously for one. If you didn't know, there are a lot of radical skaters around here. So why doesn't someone out there build us a park?
Joe Soltra
Los Angeles, CA

I'd like to say something to the people who don't have a park nearby. Build a ramp! I built a pretty good size quarter pipe for thirty bucks. You can do a lot with scrap wood. I'd also like to meet the slippery fish from Cincinnati. Your mag's the greatest. Keep up the good work!
Steve Dayton
Piqua, Ohio

VERY CONFUSED?

Your "Back to Basics" in Vol. 5, No. 12, with Scrug fallin off his boardie on the yeller cover was confusin. How does Chuck lift his wheels off the ground without fallin on his buns?
Davi & Garu
To., CAN
P.S., I ate a slug on Saturday.

MELLOW CAT

I am Mellow Cat's Mom, so please tell him to stop eating those horrible burgers, fries, shakes and lime sherbert pancakes or I'll go to his house and feed him some good food.
Mellow Cat's Mom
Calif.
"What about the catnip?" . . . Ed.

I think your mag is hot and Mellow Cat is hot, but what I want to ask is in Mellow Cat (Vol. 5, No. 12) in the Cat dream at the bottom of page 85, who are those clowns in their P.J.'s?
A Parkless Skater
"There's a nasty rumor that among that group are a few SKATEBOARDER staffers in drag – but we ain't saying who!" . . . Ed.

I am the undertaker. Three days ago we found Ratstink under our ramp . . . dead. It will cost Elmer $52.99 for funeral costs. We are sorry that Mellow Cat won't have any more "good" music.
Mournfully yours,
U.R.K.

BLEZING VATOS?

Me an my frends write you because we want to skate more and start getting better spots tu skate. Me an my frends call us "Blezing Vatos de Tijuana." We don got skateparg. Some men are meking won called "Tijuana Bole Skateparg!" Only thin we got is som carbord haf pipes. You tell me how you skate wen carbord allway busting?
Enrique Aguilera
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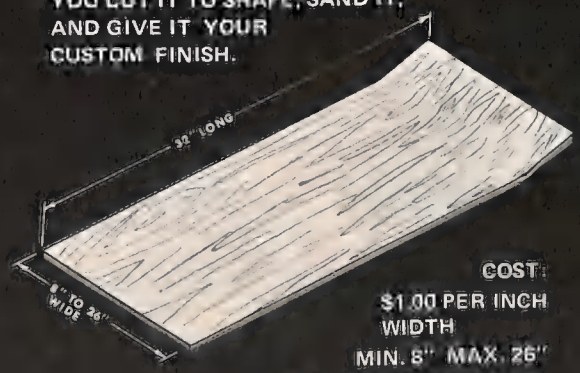

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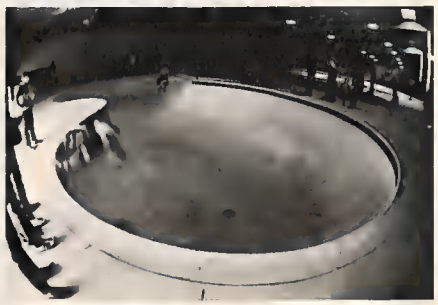
STOKED ITALIAN

I'm an Italian reader, and I'm a skateboarder, too. Here in Italy there's a lot of hot guys into slalom, freestyle and high jump. I'm into freestyle, and I think to be enough hot. I would like to see in your magazine a feature on skateboarding in Italy, and more on freestyle. If any American skateboarder wants to communicate with me, please write me at: Conti Giorgio, Via Ariosto 51, 13100 Vercelli (VC) ITALY.
Sincerely,
Conti Giorgio

CHERRY HILL



I live in New Jersey less than 15 minutes away from *Cherry Hill Skatepark*. I think it's the best skatepark in the world, but they have a couple of faults. First, they say they're going to have a pro invitational contest in April then they postpone the contest till May. And then May comes along and passed, and they still haven't even said anything about the contest. The second fault is they're always closing at 9:00 p.m. or even sooner. It's not that they don't have enough people skating there, it's just the people running it now just want to get out of work early so they close. They used to stay open till 10:00 p.m. or later. So why don't you write or call Cherry Hill Skatepark and tell them to get their act together. By the way the article and pictures you did on Cherry Hill in the March issue was the *"Hottest" ever.*
Cherry Hill Local
"Cherry Hill recently had a successful amateur contest but you're right, the pro contest has been postponed indefinitely. (We're as disappointed as you are!) As for the park closing early . . . Well, Cherry Hill?" . . . Ed.

MORE FAKE

My bro and I think going down hills is fake. It is impossible to do. Take for instance the guy on page 20, Vol. 5, No. 12, we think he fixed that letter. I am a really hot skater. One time I did a kickturn.
Someone who knows more!
Those jerks that write in saying that aerials, kickturns, inverts are fake. Well they can't do it, therefore they say they're fake, and so they don't try.
Glenn Safford
Pasadena, Texas
"That's telling 'em!" . . . Ed.

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ALVA: ☐ 9"x30" $36.95; ☐ 10"x30" $38.95; ☐ 10¾"x31" ☐ Leopard ☐ Splash $38.95.

DOG TOWN SKATES: ☐ Paul Constantineau 8¼"x30" $32.95; Jim Muir—☐ 9"x30" $36.95, ☐ 11"x30" (cellulose) $42.95; ☐ Wes Humpston 10"x30" $38.95; ☐ Bob Biniak (glass bottom) 9½"x30" $44.95; ☐ Big Foot 12"x30" (no tape) $44.95; ☐ Shogo Kubo (cellulose) 10½"x30½" $45.95.

"Z": Z-PIG—☐ Jimmy Plumer 9¼"x30", ☐ Marty Grimes 10¾"x33", ☐ George Wilson 10¼"x29", ☐ Polar Bear 9½"x 32", ☐ Z-Pig 10¼"x31", ☐ Z-Gramps 10½"x30½" $39.95; ☐ Z-WOODY Shogo Kubo 8¼"x31" $24.95.

POWELL (no tape): BRITE-LITE—☐ 9¼"x30" $34.95, ☐ 10"x30" $35.95, ☐ 10¾"x31½" $36.95; PERALTA BEAMER (nose bumper & tail skid incl.)—☐ 9¼"x30" $47.95, ☐ 10"x30" $49.95, ☐ 10¾"x31½" $51.95; ☐ RAY "BONES" RODRIGUEZ 10"x30"—☐ Snub Nose $37.95; ☐ Widetail $38.95.

CASTER: ☐ SERIES V Chris Strople 10¾"x30½" $41.95; SERIES IV Tom Inouye I.P.S. ☐ 10"x29", ☐ 10½"x31" $44.95.

SANTA CRUZ: ☐ Steve Olson 10½"x30½" $39.95.

LOGAN EARTH SKI: DURA-LITE—☐ 9½"x29" $29.95, ☐ 10"x 30½" $30.95.

TOWN & COUNTRY (no tape): ☐ Darren Ho 10½"x31" $34.95.

TRUCKS, each (2 needed per board)

INDEPENDENT (INDY): ☐ 88mm, ☐ 109mm $12.50, ☐ 121mm, ☐ 131mm $13.95; ☐ FW151mm $14.95, ☐ MFW169mm $15.95; ☐ GrindMaster Device (size_____) $1.50 each.

TRACKER "Gnarly" (w/pads): ☐ Haftrack $10.50, ☐ Midtrack $12.95, ☐ Fultrack $13.50, ☐ Fultrack Magnesium $27.95, ☐ Extrack $13.95, ☐ Extrack Magnesium $29.95, ☐ Sixtrack $14.95; Copers, each—☐ Mid $3.25, ☐ Ful $3.50, ☐ Ex $3.75.

LAZER (w/pads): ☐ Slalom $8.95, Grinder—☐ 8" $11.50, ☐ 9" $13.50.

GULL WING: SuperPro—☐ "8" $12.95, ☐ "9" $14.50.

ACS: ☐ "500" $5.50, ☐ "580", ☐ "651" $7.50, ☐ "800" $11.50, ☐ "Lite I" $9.95, ☐ "Lite II" $15.95.

BENNETT: ☐ Hijacker $6.95, ☐ Vector Stak+Trak $13.50.

VARIFLEX: ☐ Connection—☐ 8" $11.50, ☐ 9" $13.50.

MOTOBOARD: ☐ 140mm $13.95, ☐ 150mm $14.50, ☐ 160mm $14.95. ENERGY: ☐ 8" $11.95.

WHEELS, each (4 needed per board)

Price includes ☐ precision German Speed Bearings & Spacer; Sims Gold Bearings add 50¢ per wheel; without any bearings less $1.50 per wheel.

SIMS (Sims Bearings): ☐ Mini Comp, ☐ Bowl Rider, ☐ Giant Slalom, ☐ Comp., ☐ Comp II $4.95, ☐ Wide Snake $6.50, ☐ Roller Snake $5.95; ☐ Comp II Conical $8.75 or ☐ Snake Conical $8.95 (☐ Y ☐ B ☐ G ☐ R).

KRYPTONICS: ☐ 65mm $5.50, ☐ 70mm $6.50 (☐ G); CORE "C" SERIES—☐ C65mm $6.95, ☐ C70mm $7.95 (☐ G); Roller Skate (R)—☐ CR62mm $5.95, ☐ CR65mm $6.50; Conical—☐ CX63mm $8.50, ☐ CX66mm $8.95 (☐ B90 ☐ G94).

YOYO: ☐ 61mm $5.95, 65.5mm—☐ Flat Back, ☐ Conical, ☐ Double Conical $8.50.

POWELL BONES: Roller Bones—☐ 60mm $5.95, ☐ 65mm $6.50; ☐ 64mmx57mm $8.50, ☐ Peralta "Cubic" 64mmx64mm $8.95.

VAL SURF: ☐ 2½"x2" $4.95, ☐ 65mm Roller Skate $3.95.

ALVA: ☐ Flat Back $8.50, ☐ Conical $8.95.

DOG TOWN ROCK 'N' ROLLER: ☐ Flat Back $8.50, ☐ Conical $8.95.

WINGS: ☐ Conical II $8.95, ☐ Conical III $9.50.

HOBIE: ☐ Claws Dbl. Conical $9.95, ☐ Cheater (alum. core) $10.95.

SUNSPOTS: ☐ Roller Skate $5.95; 65mm—☐ Flat Back, ☐ Conical $7.95.

PARK RIDER: ☐ #4.5 $6.95, ☐ #5.5 $7.95, ☐ #5.5 Nucleus, ☐ #4.5 Dbl. Conical $8.95, ☐ #5 $5.50.

OJ: ☐ Slalom $4.95, ☐ Hot Juice $5.95; Radial—☐ 63mm $7.95, ☐ 65.5mm Conical $8.95.

GYRO (alum. core): ☐ 65mm $10.95; Roller Skate—☐ 62mm, ☐ 65mm $8.95.

"Z": ☐ Z-Smooth $6.95, ☐ Z-Conical, ☐ Z-Groove $7.50.

VARIFLEX: ☐ C-3 (core) $7.95. TUNNELL: ☐ Rock $4.95.

POWERFLEX: ☐ #7 $4.95, ☐ #9 $7.95. ☐ EMOTION $4.95.

ALLIGATOR: ☐ Reg. $7.95, ☐ Supergator $8.95. ☐ QUIX $7.95.

SAFETY EQUIPMENT

HELMETS: ☐ PROTEC (s,m,l,xl) $22.95; FLYAWAY (s,m,l)—☐ Regular $31.95, ☐ Delux Airbrush $36.95; ☐ NORCON (xs,s,m,l) $12.95.

ELBOW PADS (xs,s,m,l): ☐ COOPER $6.95; ☐ FLARICO $4.95; RECTOR—☐ Reg. $12.95, ☐ Protector (w/cap) $20.95; ☐ NORCON $13.95; ☐ KRYPTONICS $12.95; ☐ DOG TOWN $11.95; ☐ KONDOR $20.95.

KNEE PADS (xs,s,m,l): ☐ FLARICO $4.95; RECTOR—☐ Reg. $13.95, ☐ Strap $16.95, ☐ Protector (w/cap) $23.95; ☐ NORCON $14.95; ☐ KRYPTONICS $13.95; ☐ DOG TOWN $12.95; ☐ KONDOR $23.95.

WRIST GUARDS (s,m,l): ☐ HOBIE $24.95; ☐ RECTOR $26.95; ☐ KRYPTONICS $19.95; ☐ SANJON $19.95; ☐ KONDOR $14.95; ☐ DOG TOWN $16.95.

GLOVES (xs,s,m,l): ☐ RECTOR Palm Pads $16.50; ☐ SIMS $24.95; ☐ VAL SURF $7.95; ☐ HOBIE $9.95.

SKATE PANTS: RECTOR—☐ Cord 2-Tone $27.50, ☐ Nylon $30.95; ☐ SKATEPADS $28.95; ☐ KRYPTONICS $24.95; Waist_____.

SHOES: NIKE (blue suede)—☐ Low $29.95, ☐ Hi-Top $33.95; HOBIE—☐ Low $19.95, ☐ Hi-Top $22.95; Shoe Size_____.

APPAREL

SK-OX SKATEBOARD SOCKS: ☐ Adult $3.50pr. ☐ Youth $3.25pr.

—☐ VAL SURF, ☐ Skateboarder Magazine, ☐ Kryptonics, ☐ Tracker, ☐ Sims, ☐ G&S, ☐ ACS, ☐ Alva, ☐ Lazer, ☐ "Z", ☐ Gull Wing, ☐ Dog Town.

HEAD BANDS, $1.50 each: ☐ Skateboarder Magazine, ☐ Kryptonics, ☐ Sims, ☐ I.S.A., ☐ ACS, ☐ Lazer, ☐ G&S, ☐ Hobie, ☐ Logan, ☐ Powerflex, ☐ Bolt.

RECTOR AIRBORNE SHIRTS (xs-xl) ☐ $17.50.

HATS, $4.95; ☐ Sims, ☐ Skateboarder Magazine, ☐ Surfer, ☐ Gull Wing, ☐ VAL SURF, ☐ Indy, ☐ Town & Country ($5.95), ☐ G&S.

SHORTS: ☐ OP Cords $14; ☐ Quiksilver $18; ☐ Town & Country $19.95; Waist_____.

T-SHIRTS

ADULT—Sizes: S(34-36), M(38-40), L(42-44), XL(46)
Styles: Short Sleeve (A/S) $6.50, Long Sleeves w/sleeve print (A/L) $8.50
CHILDREN—Sizes: S(6-8), M(10-12), L(14-16), XL(18)
Styles: Short Sleeve (C/S) $4.95, Long Sleeve w/sleeve print (C/L) $6.95
The style of shirts that are available with a given design are indicated after design title and ONLY THOSE STYLES. If desired, list first three color preferences . . . color substitution may still be necessary.

☐ California Skbd. ☐ C/S ☐ C/L ☐ A/S ☐ A/L ..... ☐ S ☐ M ☐ L ☐ XL
☐ Backside Aerial ☐ C/S ☐ A/S ..... ☐ S ☐ M ☐ L ☐ XL
☐ VAL SURF Specialists ☐ C/S ☐ C/L ☐ A/S ☐ A/L ..... ☐ S ☐ M ☐ L ☐ XL
☐ VAL SURF Skbd. Capital ☐ C/S ☐ C/L ☐ A/S ☐ A/L ..... ☐ S ☐ M ☐ L ☐ XL
☐ VAL SURF Stripe ☐ C/S ☐ A/S ..... ☐ S ☐ M ☐ L ☐ XL
☐ Skate Stripe ☐ C/S ☐ A/S ..... ☐ S ☐ M ☐ L ☐ XL
☐ Tracker ☐ C/S ☐ A/S ..... ☐ S ☐ M ☐ L ☐ XL
☐ Kryptonics (circle) ☐ C/S ☐ A/S ..... ☐ S ☐ M ☐ L ☐ XL
☐ Kryptonics (rectangle) ☐ C/S ☐ A/S ..... ☐ S ☐ M ☐ L ☐ XL
☐ Independent (Indy) ☐ C/S ☐ A/S ..... ☐ S ☐ M ☐ L ☐ XL
☐ Dog Town Skates ☐ C/S ☐ A/S ..... ☐ S ☐ M ☐ L ☐ XL
☐ Sims (Wings) ☐ C/S ☐ C/L ☐ A/S ☐ A/L ..... ☐ S ☐ M ☐ L ☐ XL
☐ Sims Snake ☐ C/S ☐ A/S ..... ☐ S ☐ M ☐ L ☐ XL
☐ Sims Pro Shirt A/S only @ $14 ..... ☐ S ☐ M ☐ L ☐ XL
(Not Shown) ☐ Alva, ☐ Lazer, ☐ Gull Wing, ☐ ACS, ☐ Bennett, ☐ G&S, ☐ "Z", ☐ Powerflex, ☐ Town & Country, ☐ Lonnie Toft, ☐ C/S ☐ A/S ..... ☐ S ☐ M ☐ L ☐ XL

ROLLER SKATES

☐ VAL SURF "Joggers" complete w/VAL wheels $69.95; ☐ MAKAHA complete w/wheels $66.95; ☐ VAN'S/ACS $52.95 (w/o), ☐ CHICAGO/RIEDELL $79.95 (w/o) + 8x price of wheel of your choice=total complete price per pair; (Shoe Size_____).

ACCESSORIES

Grip Tape, black, per foot, widths: ☐ 1" 20¢, ☐ 2" 40¢, ☐ 3" 60¢, ☐ 4" 80¢, ☐ 6" $1, ☐ 8" $1.20, ☐ 9½" $1.50, ☐ 10" (also: ☐ Clear) $1.75, ☐ 11" (also: ☐ Clear) $2, ☐ 12" $2.25; ☐ "Gnarly Stuff" (pizza tape) 10" $2.75/ft.

Elevator Shock Pads, each: Vinyl, colors—☐ ¼" 50¢, ☐ ½" 75¢; Tracker—☐ ¼" ☐ ½" 75¢; ☐ Lazer ⅜" 75¢; ☐ Cell Blocks 3/16" 50¢; Rubber—☐ ¼" 25¢, ☐ ½" 30¢.

Precision Bearings, each: ☐ AZF or ☐ SKF German Speed $1, ☐ Sims Gold Racing $1.25; ☐ Semi-precision 75¢.

Truck Rubbers: ☐ ACS Suspension Kit (12) $2.50, ☐ "Stabilazers" (4) $2; ☐ "Clouds" (8) $3; ☐ Bennett (4) $2; ☐ Indy (4) $1.50; ☐ Gull (4) $1.75; ☐ Tracker (4 & washers) $2.50.

Tail Skids: ☐ "Power Pivot" $3.50, ☐ "Park Pivot" $5.95; "Dome"—☐ 5¾" $1.50, ☐ 6¾" or ☐ 7¾" $1.95; ☐ 7¾" Wood Ply $1.95.

Wrenches: ☐ "4-Way" $1.95, ☐ "5-Way" $2.50. ☐ "Lip Slider" $5.50. ☐ "Nose Guard" $1.95/kit. ☐ "Skyhooks" $5.95. "Robinak"—☐ Pro Duffle $32.95, ☐ Skate Bag (wide) $19.95. ☐ Slalom Cones, $1 ea. #_____. ☐ "Bennett" metal conversion plate, each, $2.50. ☐ Variflex Lube Tube $1.25. ☐ "Z-Grabair" $1.95. ☐ Mounting Hardware, 8-Lock Nuts & Bolts (☐ 1¼" ☐ 1½" ☐ 1¾") $1.25 set.

LICENSE PLATE FRAMES: ☐ U.S.A. SKATEBOARDING, ☐ U.S.A. SURFING, ☐ California, I'd Rather Be Surfing, ☐ Set of 2 $5.50, ☐ 1 frame $2.95.

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STICKERS (small) 35¢ (includes postage): ☐ Logan, ☐ Kryptonics, ☐ Powerflex, ☐ Tunnell, ☐ Skateboarder Mag., ☐ Tracker, ☐ G&S, ☐ VAL SURF, ☐ Alva, ☐ Indy, ☐ Sims, ☐ Powell, ☐ Town & Country, ☐ Lazer, ☐ ACS, ☐ Bones, ☐ D.T.S., ☐ Caster, ☐ Gyro, ☐ Pepsi, ☐ A.Z.F., ☐ Sunspots.

STICKERS (medium) 50¢ (includes postage): ☐ VAL SURF, ☐ VAL SURF Skate, ☐ G&S, ☐ O'Neill, ☐ Alligator Wheels, ☐ Bennett Truks, ☐ Road Rider, ☐ Park Rider, ☐ Z-Flex, ☐ Lightning Bolt, ☐ Hawaii, ☐ Surfer, ☐ Surfing Mag., ☐ Skateboarder Mag., ☐ OJ, ☐ Tracker, ☐ G&S Fibreflex, ☐ Logan Earth Ski, ☐ Power Paw, ☐ Bahne, ☐ Cadillac, ☐ Santa Cruz, ☐ Weber, ☐ ACS, ☐ Magnum, ☐ Lemon Juice, ☐ Kryptonics Star Trac, ☐ Powerflex, ☐ Bones, ☐ Tunnell, ☐ International Skateboard Assoc., ☐ Rockit, ☐ Quicksilver, ☐ Warp II, ☐ YoYo, ☐ X-Caliber, ☐ Rebound, ☐ Alva, ☐ Cell Blocks; Hobie: ☐ Diamond, ☐ Power, ☐ Flex, ☐ Park Rider; ☐ Rector, ☐ Lazer, ☐ Pepsi, ☐ Energy, ☐ Endless Wave, ☐ Z-Woody, ☐ Z (circle), ☐ Morey Boogie, ☐ Sea Breeze; Sims: ☐ "Wings", ☐ Snake, ☐ Comp II, ☐ Mini Comp, ☐ Lonnie Toft, ☐ Racing Bearings; ☐ Town & Country, ☐ P-P-P, ☐ P-P-P Superwide, ☐ Val Wide, ☐ The Tail Tap, ☐ Caster, ☐ Cadillac Hot Lips, ☐ Panther, ☐ G&S Wonker, ☐ Haut, ☐ Indy, ☐ Power Pivot, ☐ Wings, ☐ "Rainbow", ☐ G&S Pine Design, ☐ G&S Aces, ☐ Gyro, ☐ Circle "K", ☐ I'd Rather Be Skateboarding, ☐ I'd Rather Be Surfing, ☐ Surfers Do It In The Tube, ☐ IPS, ☐ Z-Pig, ☐ Sex Wax.

STICKERS (large) $1 (includes postage): ☐ Keep Surfing, ☐ Lonnie Toft, ☐ Skateboarder Mag., ☐ Logan Earth Ski, ☐ Weber, ☐ Sims Pure Juice, ☐ Gull Wing, ☐ Power Flex, ☐ Z-Flex, ☐ G&S, ☐ UFO, ☐ Tunnell, ☐ VAL SURF, ☐ Powell, ☐ Phoenix, ☐ Santa Cruz, ☐ Endless Wave, ☐ Kryptonics, ☐ YoYo, ☐ Dog Town "Wings", ☐ Town & Country.

CLOTH PATCHES $1.50 (includes postage): ☐ VAL SURF, ☐ ACS, ☐ Lazer, ☐ Surfer, ☐ California, ☐ Skateboarder, ☐ OJ, ☐ Road Rider, ☐ G&S, ☐ Hobie, ☐ Town & Country, ☐ Tracker, ☐ Sims, ☐ Gull Wing, ☐ Krytonics, ☐ Powell, ☐ Skateboarder Magazine.

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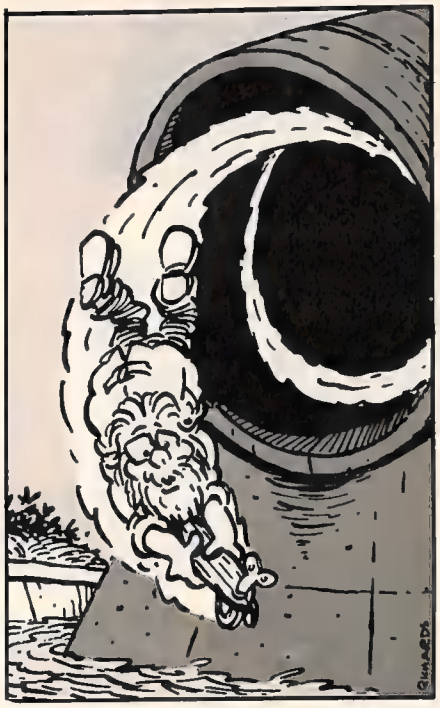


Skate Safe

MAINTENANCE TIPS FOR BOARDS AND TRUCKS

by Curtis Hesselgrave

To get the most out of skateboarding, your board and trucks must be in top shape. Although maintenance is low on these items, if you let them deteriorate, their performance level decreases proportionately.

Board maintenance falls into two categories: preventive and corrective. Preventive maintenance involves anticipating problems and solving them ahead of time. If you have just bought a new skateboard deck you will want it to last as long as possible. From experience you know that the parts of the board that take the most beating are the nose and tail. Nose bumpers are the solution to protecting the nose of your board. These bumpers are available at any good skateboard shop. They protect the nose from splintering (caused by smashing into curbs and pool transitions); they also provide a grip for nose grabs. For the tail, tail blocks — either wood or plastic — will keep your tail from wearing down or getting smashed. When the tail blocks wear down they can be replaced easily. A note of caution, though; if you ride pools a lot, tail blocks can cause problems by hanging up on the coping during some maneuvers. If you have never used a tail block before and are going to try one, take it easy the first few sessions. Get the feel of it first, then go for it.

Rail grab bars will save wear and tear on the bottom of your board caused by board slides, lip slides and rock and rolls. They also preserve the cosmetics (logos, stickers, drawings, etc.) of the bottom of your board. Also, rail grab bars help keep the board from breaking in bunny-hop type aerials. As with tail blocks, if you haven't used rail grab bars before, take it easy at first because they feel different when you are sliding.

One thing to remember about all these items — tail blocks, nose bumpers and rail bars — is that they all add weight to your board. Weight slows performance, so you have a trade-off situation. You can make your board last two to three times longer by carrying an extra eight to ten ounces of protective goodies, or ride it light and shred it apart.

One final thing about board durability: buy smart! When you go into your dealer to buy a new board, ask him which products are the most durable. You are getting ready to pay anywhere from $35 to $45 for that new deck and you want one that will give you your money's worth. Your dealer should know. He sees the less durable boards coming back to him with customers complaining, and he knows what products don't generate that type of feedback. He is the best person to set you straight with a good quality product.

There is not much corrective maintenance that can be done to a skateboard deck. However, if the nose begins to get smashed you can fill the cracks with silicon seal which has good shock absorbing qualities. You can also use a tough "super glue."

Another part of the board which requires ongoing maintenance is the grip tape. Grip tape wears out from friction with your feet and from sliding upside down on the pavement. Most boards today come with full deck grip tape. This stock grip tape will last about one and a half months of hard riding, and then it will start to get worn. Every skate shop carries grip tape and you usually have a choice between regular grade, magnetically produced (the pieces of grit are magnetically caused to stand up straight), gnarly (usually available in 16 and 20 grit) and clear gnarly. Opinions vary among the pros as to which type of tape is best. What is important though, is that you keep your grip tape in good condition. When changing tape, you must first remove all the old grip tape from the board. This is an arduous task but necessary because the new tape will not stick to the old. When you have cleaned the deck off, cover the entire deck, rail to rail, with new tape. If you don't have enough tape to do the full length of the board, at least be sure to cover the tail to about three inches in front of the kick and a 10-16" section of the nose from the front of the forward truck.

With trucks, there are several check points for proper maintenance. The number one maintenance problem with trucks is the suspension rubbers — they wear out. The major truck companies have been doing a good job developing suspension rubbers that take a beating and give long service. Still, even the best of them eventually break down and need to be replaced. Replacement rubbers are readily available. Always maintain a constant check on the suspension rubbers and replace them as soon as they wear out; your board will feel like new.

This year Tracker Trucks introduced the coper — a plastic device designed to stop wear on the aluminum axle housing of the truck (a result of grinding the coping). Copers were also designed to make grinders easier by using the slippery qualities of the plastic to facilitate the grind. Most other truck companies have followed Tracker's lead and now have coper-type devices that adapt to their trucks. Copers are great; they prolong the life of the truck indefinitely, keep the tension bolt from being ground down and make grinders much easier.

Here are a few other maintenance points on trucks:

Pivot bushings — Replace when worn; always use stock parts.

Axle nuts — If you have changed wheels a number of times, you've probably worn out the nylon inserts in the axle lock nuts. You should replace these nuts because they can come off. (Having your wheel fall off can be embarrassing *and* dangerous.

Bent Axles — Occasionally you may bend an axle. If you do you can, get new ones from your dealer. Remove the old axle from the aluminum housing. Make note as to which end of the axle the knurl is on that holds the axle in the aluminum housing. When you put the replacement axle in, put the knurl in the *opposite* end of the axle housing to provide new aluminum for it to bite into.

Wheel washers — Use them to give your wheel bearings longer life.

Good maintenance will make your board ride better, safer and longer. Keep it up — it's well worth your time and effort.

Roll 'n Rock

by Corky Carroll

There are really a lot of excellent new albums out right now to choose from. From all the letters I get about Heavy Metal versus punk and New Wave, I thought bringing you the new Ted Nugent and Devo albums would be appropriate. Also included are excellent albums by Nils Lofgren, the Surf Punks and Tantrum. To round out this month's menu I have the newest from Peter Frampton!

Don't forget about our "Songs to Skate By Contest." Send in those cassettes today. Also included is our monthly top ten which is compiled from your letters. Whew and huzza, roller rockers – crank up those stereos 'cause there is much to be heard these days!

TED NUGENT
State of Shock
Epic Records FE 36000

So many of you are Nugent fans that this record really needs no review. I'm sure you have already heard it thousands of times by now. Nonetheless, here it is, the latest from the master of blood-lust rock.

Intense driving, screaming guitar licks ripping and tearing and never letting up. Rock hard beat designed to be played at full volume and to pin your back against the wall — and it will. Heavy, heavy metal. I put my stereo at maximum volume and tried to see which would blow first, my speakers, my eardrums, or my mind. I can truly understand how you could get totally into your skating with this man's music. I say, Yea!!

NILS LOFGREN
Nils Lofgren
A & M SP 4756

I was truly overjoyed to hear this record. So much stuff sounds the same these days that when someone comes along with a unique approach and does it well, it's really refreshing. This is a good record; it's got super songs; strong, sincere vocals; and is produced with a lot of creativeness and imagination.

The opening song "No Mercy" is a classic; you get the feeling of being there. A lot of people will compare this work to Neil Young as Neil's vocals do tend to take on the same tones at times. I'm sure all you Neil Young fans will also love this stuff. Personally I dig 'em both although I find this record may be more AM-ish, whereas Neil Young retains a more folkish sound that tends to keep him off the top 40 but pleases his followers.

New Wavers and punks stay away from this one; rockers and soft rockers should love it. I'm just happy to hear something with a little sensitivity.

DEVO
Duty Now For the Future
Warner Brothers Records BSK337

On the cover of our magazine you will see a totally absurd symbol with a bunch of numbers below it. Devo used this symbol all over the cover of their new album. It's one of those tell-tale symbols of how we are becoming over controlled and over regulated and over evolved. The very electronics used here provide a further statement; the words speak it; it's the basis for de-evolution music!

Right now Devo is a popular New Wave band — I really hope the masses get hip to what they are doing and why. Entertainment yes, but I think much more sophisticated than most think. Someone ought to pipe this one into the White House sound system or even better yet, into the Pentagon. I'd love to see those generals' faces when they heard "Blockhead!" Aahoo!

PETER FRAMPTON
Where I Should Be
A & M SP-3710

Are there any Frampton fans out there? I get tons of mail every day but not once has anyone ever mentioned him. A couple of years ago this man was one of the most popular figures in rock music.

Well, I don't know what the deal is but for me Peter Frampton came and went. I liked his music but never bought one of his records. This new record is good, but it seems like I've heard it all before too many times already.

Music is always moving on to new grounds, new levels of intensity and expressions. You can *feel* good music; it works on you and gets into you no matter what your taste is. Classical freaks wig out on Beethoven. After listening to the new Frampton album I went over, turned off the stereo and felt bla! Like I said, Peter, maybe a change is in order.

TANTRUM
Tantrum
Ovation Records OV 1735

Great new rock 'n roll band along the same lines as "Heart." Excellent female singers backed by a solid band that rocks with power.

The material on the album ranges from straight-ahead rock to pop and some ballad-like sort of stuff. The harmonies are real good and the sheer quality of the vocals carries some of the weaker songs and keeps the "punch" factor high!

I would expect to hear much more of this band in the near future!

THE SURF PUNKS
Surf Punks
Day Glo Records DG 0456

I love this record. The following lyrics from the album will give you a good idea of what to expect:

"My Wave"
This is my wave, baby
Don't cut me off
Coming down left
Eat the rocks
Hot waves, baby
Gonna break your face
Go back to the valley
And don't come back

Like I said, I'm into sensitivity!

TOP TEN

1. Led Zeppelin
2. Ted Nugent
3. Devo
4. Deep Purple
5. Little River Band
6. Lynyrd Skynyrd
7. R. E. O. Speedwagon
8. Little Feat
9. Dire Straights
10. Talking Heads

SkateBoarder Interview:

Marc Sinclair and Jeremy Henderson

by Benito Schwartz

Marc Sinclair is an English bowlrider with a subtle, artful style. Jeremy Henderson, an American transplant now living and skating in England, is proficient and flashy in his riding manner. Together they are skate partners, Benjiboard teammates and two of the most well-seasoned and widely-traveled skaters in Europe. In fact, after King James' first few minutes shooting the pair at London's indoor Rolling Thunder Skatepark, during our recent European tour, the King was heard to remark, "These guys are good enough to skate in the finals of a Hester!" Knowing James' rigorous standards, this was not mere idle praise.

The following was taped at 11:30 p.m. in the kitchen of the Sinclair's 25th-floor London flat after an incredible home-cooked Italian dinner complemented with wine and Tia Maria. Although sleep might have been more appropriate, the three of us fought the effects of our indulgence for a last-chance rap before James and my return flight. As it was, the duo gave it their usual best shot, which, whether one weighs the circumstances of their skating or not, is considerable.

(Above)
"You can mix style and aggression . . ." Marc caught in a typically effortless instant along Rolling Thunder's halfpipe.

(Opposite page)
"A lot of European skaters look to the top English skaters as examples." Jeremy, showing why in Thunder's advanced bowl.

How old are you, respectively?
(S) I'm 15.
(H) I'm 16.
How long have you been skating?
(S) For about three years.
(H) I've been skating seriously for three years. The first time I got on a skateboard I was a little kid, about five or six in California. It was in the Newport area.
How about you, Mark?
(S) I started skating in California as well. When I went out there on a holiday my parents bought me a skateboard and I brought it back to England. After that I started making a few wooden boards myself because mine got smashed up.
So you had a head start on your friends.
(S) Yeah.
Have you both been riding with Benjiboards since its inception?
(S) No, we both used to ride for different teams — Jay Surf and Alpine Sports.
(H) Benjiboards came along after two teams. Alpine Sports was first. They were a G&S distributor. Then came another team that had connections with Arrow. Then came Benjiboards.
Why do you think you two have excelled?
(H) The major reason is, well, I've traveled back to America pretty often during the summers. Plus, we see the magazines, so if we have good, up-to-date equipment, it's not really that difficult. Basically we just integrate everything. Everyone's always coming over with new tricks.
(S) We just go for it.
(H) We see a hot shot in the magazine, and we have to figure what went on before that.
How long have you two been skating together?
(H) We first started skating on banks underneath a theater called The South Bank.
You were more or less skate partners?
(S) Yeah.
Were you riding for the same team?
(H) At that time, no. The teams weren't so sharply cut. If you rode for one team, there was no problem in skating with a person who rode for another team, to be skate partners. Then the sport progressed more, and there was more rivalry between teams. Basically, as the sport progressed, we were on the same team, so there was no rivalry and none of that separation.
Is there a friendly rivalry between you two? Do you sort of compete against each other?
(S) Yeah! It keeps us aggressive. If he does a hot trick, I'll have to do it to keep up with him and vice versa. It keeps us going.
(H) Right. We're sort of always pushing each other, and progressing further and further.
Is Rolling Thunder your nearest park?
(S) I've got a park in Meanwhile Gardens but it's not anything worth talking about.
(H) A community park.
(S) It's good fun though, in the summer. It's a public park, it's free.
(H) Whereas Rolling Thunder is not free to skate. And safety equipment is mandatory.
But the charge is minimal.
(H) Yeah. That's the way all the skateparks are over here. If they charged a lot, a lot of the kids couldn't skate. If they charged a lot not as many people would go to the skateparks. Money — that's one of the problems with the lower (economic) class people who skate. They don't have the chance to go to America.
Which are the best parks now?
(S) Gillingham.
(H) It's a good park. Gilford, Gillingham, Harrow and Thunder. There's basically four parks. They're all near or around the London area.
There's a couple of parks in the north, aren't there?
(H) Yeah. There's one in Blackpool. It's not such a good park, but it's o.k. Mostly ramps and things.
Mark, you're going to be designing a park in Helsinki?
(S) Yeah. I'm not 100% sure, but if it happens it will have some good pools.
(H) More than England has.
(S) Yeah, something really nice.
(H) And then he'll ride for it.
(S) Yeah, I'd like that.
Skating's just building up there now?
(S) Yeah. So, they've got the money out there to spend on building skateparks. If they do it right from the start it will help the sport there. In England they didn't do it right at the start. The builders come along and when somebody says build a curved bank they build sort of an angular-shaped thing. The builders didn't care.
(H) Whereas in the States, there's good people like Wally Hollyday. They pretty much care. Over here they just sort of throw a park together pretty quick. There's no concept in the design at all.
How often have you been to the States in the last few years?
(H) I went last summer and the summer before that. And I went last

"Basically we just integrate everything." Jeremy, axle stall.

Christmas, so that's three times.

How often have you gone over, Mark?

(S) Well, I've been there four times all together. Just on holidays.

Not necessarily to skate?

(S) Well, one of the times I went to skate. That was about a year ago in Florida, a park called Concourse. They have a really nice pool there, a big pool. That was the only park I really got to skate.

(H) He skated with Alan Gelfand there.

(S) Yeah.

I guess, Jeremy, you have a better impression of the difference between American skaters and the English skaters. You're a little bit of both, I think. Do you consider yourself an English skater?

(H) Yeah, I have to consider myself an English skater because I do all my skating here. All my progressing, everything I've learned, is done in England. We've both made trips back to the U.S. and that helped along the way. You see all the tricks and you're able to skate with some of the people that are pretty hot.

Are there any basic differences in the skaters other than the fact that the Americans have had a head start and they also have better terrain? I guess the equipment is pretty even.

(S) The terrain is the big difference.

(H) Terrain is the only real difference.

What about the level and the enthusiasm? Do you think that's pretty even?

(H) It's difficult to say. The enthusiasm here amongst, say, skaters who aren't very good, is really high. Most of the skaters I met in America (good skaters like Jerry Valdez or somebody like that) have sort of a mellow enthusiasm. They're into other things besides skating. Basically I'd say the English enthusiasm is greater than American enthusiasm only because they want to catch up.

Both of you have done some traveling on the European continent. What have you noticed there?

(H) Well, a lot of European skaters look to the top English skaters as examples.

(S) It's like when the Americans came over and gave demonstrations for us. It's the same thing; we did demonstrations for the people in Belgium and Holland — places like that.

(H) England is pretty much the hot point in Europe. I'm not trying to be big-headed or anthing like that, but it's true.

Everytime we go (to the continent) we get pretty good responses. They're into it. The enthusiasm in Holland, Belgium, France, Italy is really high. It's like the difference between the skating in England and the United States, they want to catch up.

(S) It makes us feel really hot doing the demonstrations.

I understand you went to the Middle East and did some demos there?

(S) Yeah, it was Jeremy; a black boy, Jules Jason; and me. We went there for 2½ weeks.

Were you trying to sell some skateparks to the Arabs?

(S) Yeah. The funniest thing was when we went out there we knew they were going to build us a halfpipe. And you know what the Arabs are like; we figured they'd probably build something square. But they ended up building the best pipe I've ever seen, I've ever ridden on; it was just perfect.

(H) It was beautiful. They spent so much time and they used the top craftsmen to do it. It was about 14-15′ high, about 3′ of vertical. We could work up and down it; it was about 25′ wide.

(S) They were pretty stoked to see skateboarding. They'd never seen it before.

It seems as though quite a few skaters that work for Benji relate to surfing in one way or another. I know you do, Jeremy, because you lived in Newport and you did some surfing.

(S) I've surfed a couple of times, too.

(H) I just like the water in general. Jules and two or three other members on our team, most of the people that we skate with, are somewhat surf-oriented in their backgrounds. They've done it in the south of France or even here in Cornwall. I can't say that our styles are based on surfing or anything, but it's a starting point.

It seems like both of your styles are pretty refined, whereas somebody like Alexis Le Pesteur from France has a lot of moves, but his style isn't quite as smooth.

(H) When we saw Alexis he had a lot of aggression and, as you say, lots of moves. But it seems like his learning period was rushed more than ours was. He hasn't been skating as long as us.

(S) You can mix style and aggression together. A lot of people don't do it; they just mix aggression with tricks without the style.

What are the top tricks over here now?

(H) I'd say England is probably about three months behind the States in terms of tricks. Sometimes some of the tricks have been around awhile, like laybacks have been around and now we're really getting them wired. Some guys have been doing ally oops for a

long time. Then it comes out in the magazine and it'll blow away all those guys.

(S) There's a lot of tricks like Jeremy and I thought we'd invented, and then they're in the next month's magazine, and we think, "What are they doing, copying us?" (laughter)

Who are the hot skaters here, other than yourselves?

(H) I'm not saying London has the best skaters, but I'll start off with London. There's John Soblonski; he's now moved to America, the East Coast. He was a British skater completely and now he's riding at Cherry Hill. Besides John Soblonski, there's Jay Gayton, and Jingles, Roger Harvey, Tony Jackson, and there's Mark Baker who's from Brighton. He's had a "Who's Hot" over there; he's a good skater. Then also from down in Brighton is a guy named Greek. There's some hot little kids from down there. Then Peter Hope, he's pretty hot. Who else is there in London . . . Stefan Harkon. A kid who's skating with Stacy Peralta and Powell, Steve Graton, is from Leeds up north. He's been emerging lately in the last couple of contests, a lot of new tricks. One of the guys who skates for the G&S team now in England, is Mark Slough. Another hot skater, just back from America, is Neal Harding. He's an excellent skater. He's come back with a lot of new moves. He was probably one of the first people to master laybacks over here on vertical.

There was one kid on your team who's about 11 years old.

(H) Mark Mongers — he's also really hot.

Are there very many kids of that age who are excelling?

(H) Yeah. There's a lot of really hot young skaters. When Steve Cathey came over for the British Open last November, there was a kid who's deaf and dumb and he skates for a team. You've never seen such a smooth style. This was like, last November; he lives up in Nottingham, up North. There was this skatepark with an 8′ wide halfpipe, about 6 or 7′ high. He came to the British open contest in Windsor, and he's about 10 or 11. He was playing around with bert-reverts last November. He was doing all sorts of tricks a long time ago. You couldn't speak to him; you could make sign language to him. There's some other hot skaters up in Bristol. The Richard brothers, these two kids are pretty hot. Then there's Chalky, he's like the opposite of what his name represents. He's very, very black. He was the first one to get that frontside layback aerial, and he's only about 10 or 11. So there's a lot of young skaters spread around the country, they're not just in London. There is definitely another generation of skaters in England; that's what it comes down to.

I know that the English had some trouble after a period due to poor equipment. Is that being resolved now?

(S) That's true. Yeah, we've got all the stuff up-to-date. There's no trouble at all with any new equipment.

(H) I don't like to put down a lot of brand names, but they were sending us products a half-a-year to a year old. The only way we could get out of it was to be able to manufacture some British skateboard goods. So Benjiboards came in and that's why it's now pretty much the leading company over here in Europe.

What are your respective thoughts on equipment?

(S) 8¾″ Independents with wheels called Super Boots and my model deck; it's 10¾″ wide by 31″.

(H) Lately, I've been riding his model, but at one time I had my own model which was about 9½″ x 30″. I grew out of it because I designed it at the end of last summer. I think most of my models have sold already so it's not really a worry. I'm sort of working on different prototypes of different types of boards. They're all Benjiboard prototypes. I ride Independent Trucks nowadays; I like the way they turn. Either the 131's or the 151's. We've got a new 169 or something like that coming out. I don't know what that'll be like, but it will be too wide for the boards that I ride right now which are the 10-11″ range. Wheels — I ride Gyro's, Benjiboards, Super Boots, or the new Powell-Peraltas, which are nice for slides. I also use Norcon pads; any kind of good pads.

(S) I always wear Pro-tec helmets. So far they're the best thing this country's had in the way of helmets. They're really good.

Do you see an English identity emerging or are you just basically following in the footsteps of the Americans here?

(H) I guess Mark could best talk about that, he's the real Englishman.

(S) Well, at first we definitely were copying the Americans. Now we try and invent a lot of our own tricks. As I said before, everytime we invent them they come out in the next month's magazine. Still, we work hard on learning and inventing new tricks.

(H) I think there's a couple of little tricks, like unique variations on slides, that we may have, or variations on stalls. I don't know if they're doing them

"We just go for it." Marc, fackie rock 'n roll.

over there or not. Basically we're not coming out with new tricks like no-hand aerials and things like that. We're not coming out with the outrageous maneuvers. As I said before, we're still a little bit behind. But we *are* always trying to invent.

Certain people have said that the reason why skateboarding in England had a hard time was because it was so closely associated with the punk movement, and the punk movement is declining.
(H) That's one interpretation. Most English people think skateboarding is tapering off because it was a radical society on its own, as was the punk movement.
(S) It's not true about punk and skating. There's not one bit of truth about it. It's just that the punk died out and the skating also happened to taper off. The skateboarders and punks really have nothing to do with each other. There were a few punk skateboarders, but skating has nothing to do with punks.

What are the basic differences in the parks over here as compared to those in the states? Why do these differences exist?
(H) As I said, the four parks I named before, two of them, Gilford and Gillingham, were designed by pros over here or were helped in design by the pros from America. They're all right. Otherwise, the reason why the skateparks are not very good is because most of the skateparks that sprang up were designed by contractors that built parking lots or something. They had no idea of what skateboarding is at all; that's why most of them closed down, because of poor design. The reason why England is behind is because we're lacking in terrain.

Can you conceive that maybe England at one time will be an innovative force in skateboarding? Or do you think that maybe it's already becoming that? You were saying before that you were doing your own variations on tricks.
(H) In a way, Mark and I are first generation skaters in England. The younger skaters that we were talking about earlier (that are pulling off most of the tricks that we are doing right now) are finding their own style; they aren't rushing it. So, since there is another generation, and I think there'll probably be another generation after that, I don't think it will die. There probably will be an innovating force with this new generation coming up. There's a lot of hot little kids.

What do you hope to see in the future for English skaters?
(S) Skating here needs a boom so everybody in England and Europe knows that it's a sport.
(H) It needs to be established as a sport.
(S) If they would be putting in parks that were built perfectly, there would be so many more skaters.
(H) It needs a boom in the sport area as there was once a boom in the fad area. Maybe competition's going to provide that boom.
(S) We need more skateboarding on television as well.
(H) Media coverage would help.
Do you have any general comments?
(H) There's one thing basically about skating here that's interesting — there's no class distinctions. Like, you see all different types of people skateboarding. Race and whatever; you see all different types of economic groups skateboarding. A lot of the hottest skaters in England are black and there's no real race discrimination in skateboarding. Whereas in America I've only seen a couple of them like Marty Grimes and a couple of others. I mean it's just not all blond-haired surfers over here.
How do you think you guys skate?
(H) I just enjoy it, and I'm just starting to make a living from it.
(S) Yeah, making money out of it is nice. But that's not the real reason why.
(H) We both still skate for fun, otherwise we wouldn't do it.
(S) When we go on demonstrations, we don't just think of the money, we'd rather think of the skating. Then when we finish the demonstration and we get the money, we think of it as a bonus.
What are your personal goals in skating and outside of skating?
(S) Well, in skating, it's to get hot. I reckon when I'm through with skateboarding, when my knees give away, I'd like to have my own business to do with skateboarding.
(H) Mine's basically the same except for one thing. When I came over here I almost quit surfing, and skateboarding was like a back-up at the time. Then I started doing it so much that it became a way of life. I think it would be good if and when I go back to America, California. I'll have two different ways of life and I won't be just a surf bum! I'll be a skate bum at the same time!

(Above)
"We still skate for fun, otherwise we wouldn't do it." Jeremy, laying back on edge.

(Opposite page)
"Making money out of it is nice. But that's not the real reason why." Marc, portraying the layback as art.

PHOTOGRAPHY BY JIM GOODRICH

(Above)
Eddie Elguera's critical, avant-garde moves helped highlight the halfpipe demo.

(Left)
George Orton proved that Beef Bowl definitely goes well with Pepsi, the soft drink company lending their So. Cal. ramp to the affair.

(Opposite page)
'Somehow, Olive Street would never be the same.' Steve Evans breaks ahead of author, Bob Skoldberg, taking 1st place in the slalom event.

The Beef Bowl Pro

A TASTEFUL DAY IN L.A.

by Bob Skoldberg

Olive Street in Los Angeles is not unlike many other older streets in the downtown area. It has its share of ruts, oil slicks and potholes. But one block west of Sixth Street, Olive becomes very smooth for half a city block and suggests only one thing to the trained eye . . . "Hmmm, nice spot for some slalom!"

And somehow it came to pass. On Sunday, June 3rd, the downtown regulars were treated to a sight that had most likely never been seen before: top slalom skateboard racing and a Pepsi ramp riding exhibition to boot!

The show was made possible by one Paula Freeman, whose interest in the sport of skateboarding convinced the city of Los Angeles to allow this contest/demo to be played out on Olive. Paula was in charge of organizing a promotion to celebrate the grand opening of a chain of restaurants called Yoshinoyas' Beef Bowl. The scene had to be in the downtown area, and what sport takes better to the street than skateboarding? It was a natural and a first, using the downtown streets to safely promote the sport and to celebrate the introduction of the Beef Bowl to California.

Early Sunday morning, Olive Street was barricaded to through traffic. The locals were already gathering to see what the commotion was all about. Two starting ramps were unloaded off a flatbed and a dual tight slalom course was set. The course was framed by skyscrapers on either side, lending a rather conspicuous mood to the forthcoming race.

The fifteen hundred dollars donated by the Beef Bowl for slalom prize money had some of the veterans shaking the cobwebs off their sticks. Among the competitors were Henry Hester, Paul Engh and Greg Tai. There were also some young upstarts from Santa Cruz, Dave Criddle and Tom Merrick, plus Steve Evans and Curt Kimbel from the Badlands. By the looks of the crew, some surprises looked to be in order for the race.

While the slalom racers practiced to the "Crusaders," John Handy, David T. Walker and George Benson (courtesy

(Below)
Orton was never overshadowed by the L.A. skyline.

(Right Top)
Curt Kimbel displayed his usual hard-grit determination on Olive's smooth asphalt.

(Right Below)
Greg Taie does battle with Gib Lewis during three hours of intense slalom competition.

(Below)
Elguera tail stalls during a high-energy routine, prior to refueling at the local Beef Bowl.

(Opposite page)
Eddie Elguera banks off the top of the Pepsi Ramp, while the Beef Bowl Restaurant Company banks on a positive association with the sport.

of "Jazz" McAnlis), ramp ace Glen Redman arrived with the Pepsi ramp. The ramp was set at the end of the slalom course and Glen was soon joined by vertical blazers George Orton, Darrell Miller, Eddie Elguera and Tony Jetton. It was a sight for sore eyes seeing the downtown regulars watch in disbelief as slalom racers pumped through the course, and ramp riders rocked and rolled all to the strains of Hand's "Hardwork." Even the audience was starting to jive to the sound.

Since the city would only allow the street closed for three hours, the show proceeded rather rapidly. Mr. Russ Howell, decked out in the traditional Kimono, was master of ceremonies and was often heard runnning down the slalom race while at the same time giving the complete history of the Beef Bowl . . . what a job R.H. can do!

It was no big surprise to find Steve Evans accepting the five hundred dollars first place money from the president of Yoshinoya's Beef Bowl (who had come all the way from Japan to watch the action). Second went to Dave Criddle, proving Hutson doesn't fool around when he trains a young skater in the finer points. Third was yours truly, and fourth went to "King Slalom" himself, Henry Hester. The gracious Bad H. was later heard to comment: "Skating in front of the downtown people was the highlight of my career."

When the show was over, the entire skateboard crew was invited into the nearby maiden Beef Bowl for a complimentary lunch. I must add, the general opinion after tasting this bowl of tender, thin sliced strips of beef (hmmm), simmered in a special sauce (getting hungry), heaped over a steaming mound of rice (heavy salivation), was "Death to hamburgers!"

It is interesting to note that Beef Bowl singlehandedly sponsored this promotion and was proud to have associated itself with skateboarders who were "gentlemen and sportsmen." Let's all do our part to make these sponsorships regular occasions.

BEEF BO

focus

FINEMAN

(Above)
Extending above and beyond. Chris West, foot plant. Hollywood (Florida) ramp.

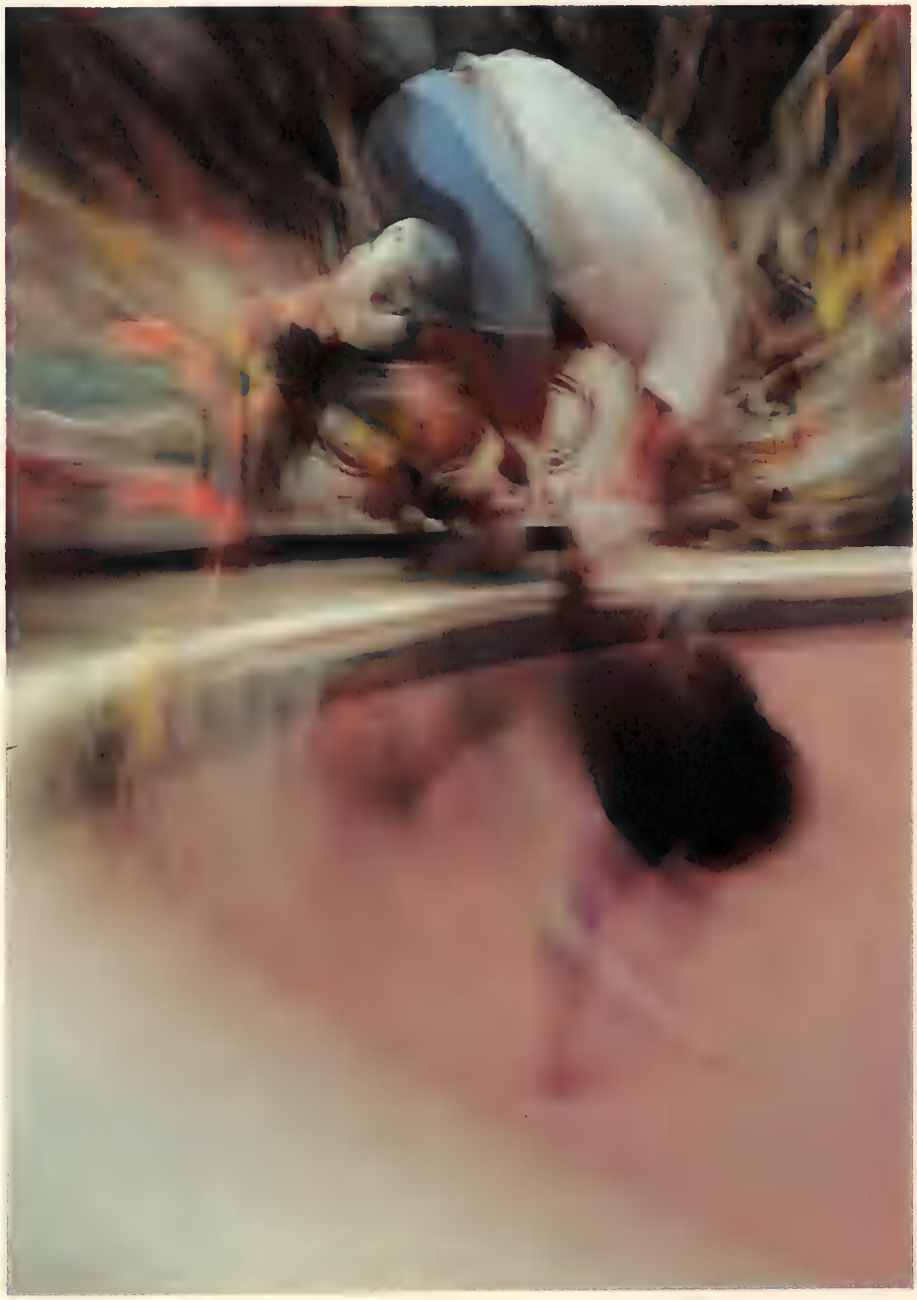
(Right)
Blowing Away. Doug "Pineapple" Saladino, Del Mar Skate Ranch.

GOSS

Newest powerhouse on the pro scene, Eric Grisham, warms up for Hester #2 at High Roller, with a blazing invert alley oop.

CASSIMUS

POLLITT



FINEMAN

(Above)
Frenzied forms at Hester #1. Duane Peters and Tony Alva, Winchester.

(Left)
Conforming freely. Kevin Moore, layback. Pamona Pipe and Pool.

FINEMAN

(Above)
Glowing image. Bert La Mar, handplant. Marina del Rey.

(Right)
Hollywood meets Hollywood? Steve Olson, Hollywood ramp.

FINEMAN

SANTA
CRUZ

Travel Adventure:

MEXICO

A Tale of Aztec Ghosts, Hairless Dogs and Patanetas Calientes!

by Mike Williams

Getting lost on the way to the Tijuana Airport, Dennis Martinez and I couldn't help but wonder if this wasn't some kind of omen of our trip to come. We had both skated with some pretty hot locals in Tijuana, but now we were headed deep into the interior of Mexico! I was also cautiously planning side trips to see the pyramids of the ancient Aztecs and take some good photographs. After a little practice with my rusty Spanish while navigating the bumpy back roads, we finally found the T.J. airport. We started through customs weighed down with numerous boards and realized we were going to have problems with the official in charge. It seemed that he thought we were headed south to sell all our equipment, and could not quite understand how two people could ride that many skateboards. After futile deliberation and worry over possibly missing our flight, we were persuaded to pay twenty dollars to him and another ten to his assistant. After pocketing the cash, they smiled, shook our hands and bid us adios. Having traveled extensively in Mexico, I was used to this kind of *hospitality,* but poor Dennis could never quite appreciate this particular tradition.

It was 12:30 in the morning when we arrived in Mexico City, and our host, Robert "Chewy" Madrigal, was nowhere to be seen. Considering the fact that there had been a major earthquake in the area the day before, we figured he might have had flight reservation problems, so we decided to hit the road on our own. Here we were, in a strange city, not knowing a soul, but with an eager cab driver ready to take us for a ride. It was a situation Dennis and I were accustomed to in our skating travels, so we jumped in the cab and were given the grand tour of Mexico City until 3:00 a.m. It seemed there were several hotels with the same name, so we arbitrarily settled on one, hoping we had made the right choice and somehow would find someone who knew the skating scene. At this point, however, our only real concern was to find a place to sleep, so we crashed. Things would *have* to make more sense after some rest, we reasoned.

I guess luck was riding with us because in the morning we found the Vans team and several Sims riders in the same hotel. What a relief not to have to go searching again! We were ready to get some skating in, and that we did! I.N.D.E., the Sports Federation of Mexico, kept us active for the next six days with demos at the Federal Fair, television interviews and skatepark appearances to help promote the sport

PHOTOGRAPHY BY MIKE WILLIAMS

(Opposite page)
The level of encouragement and support of the Mexican Government for skateboarding, is already being matched by the abilities and energies of the skaters. Local ripper, Skatopistas Del Sol, Guadalajara.

(Far left)
Alejandro Garibay handplants and proves skateboarding the international language it is quickly becoming. Guadalajara.

(Left)
A hot skater makes the most of any terrain. Skatopistas local handling the ridges with finesse.

in Mexico. The crowds were really up, signaling that Mexico was ready and willing to join the growing world-wide phenomenon of skateboarding. We rode some good parks in Mexico City, including the Dogtown Skatepark, and were treated to some good demos by hot locals including one sky-pilot who somehow beat George Orton in an aerial contest.

We spent an entire mind-blowing day at the pyramids, one of the few traces left of the great Aztec civilization, which dates back to between five and seven thousand years B.C. The level of energy flowing from these ancient ruins is unbelievable, especially from the Pyramid of the Sun and Moon! In the ancient city of Tula there is a small altar where human sacrifices (usually young virgin maidens) were made to the gods. At this altar I was overcome with a feeling of static electricity and I could feel the hair on my arms and neck stand on end. The feeling that I had been there before persisted and did little to quell my sense of uneasiness! When my palms began to sweat, I took one last look and quickly retreated to the waiting car for some meditation and deep soul searching. I eventually felt at ease again, but not until we had returned to the hustle and bustle of the twenty-four hour traffic jam that is Mexico City, the largest city in North America.

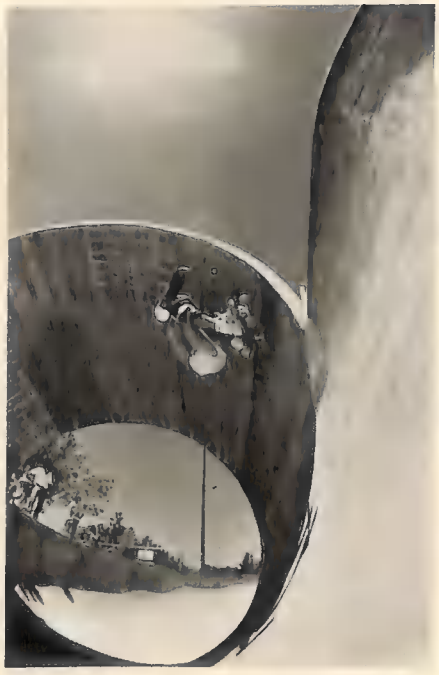
The next day we left for Guadalajara, once again not knowing who was going to pick us up. (We just hoped there'd be no more endless cab rides through the night!) As Dennis and I got off the plane, we saw four people with skateboards. This had to be our Guadalajara Connection! We soon found out that among them was our host, Juan Carlos Vargas Coronado, owner of Skatopistas Del Sol (Skatepark of the Sun). Accompanyng him were two of his hottest skaters and his charming girl friend, whom Dennis could not keep his eyes off of! Carlos invited us to stay at his "castle" and I figured he was speaking figuratively. When we arrived, I saw that he wasn't; it really was a replica of an old European castle and even had an I-Ching sign to protect us all from God-knows-what!

The next morning I awoke to the eerie echo of deep organ music playing Beethoven's Fifth Symphony — visions of the "Phantom of the Opera." First the ghosts of the Aztecs, now this! "Am I really in Mexico?" I thought, as I lay there trying to wake myself up. I later learned that there was a church next door and soon got used to these interludes of haunting music. Juan Carlos was the host with the most, and the next few days were filled with great skating and fun times. The weather was wonderful, the food excellent and the local herbs extraordinary. We also encountered the best skaters we had yet seen in Mexico and agreed that they were definitely up to par with their American compadres.

After one of many heated sessions, we were off to a second house belonging to Juan Carlos, which is watched over by two huge Doberman pinschers and another very strange canine. It proved to be a rare breed of Aztec hairless dog, looking more like a cross between a cooked pig and a shaved rat. (It was much more intimidating by appearance than size!) These animals were killed and eaten by the Spanish Conquistadors because of the religious importance placed upon them by the Aztecs. Very few survived and I was honored to see one in person (so much so that I later arranged purchase of the animal).

After another full day of skating, we headed for the airport and the long flight home to San Diego. Almost every board and T-shirt we had taken down with us had been given or traded to some aspiring skater. GullWings, Flying Aces, and other assorted gear were replaced in our bags by handwoven hammocks and Mexican crafts.

It really was an incredible trip, full of great skating, wonderful new friends and warm and gracious hospitality. It was also inspiring to see a major government promoting the sport of skateboarding and giving American skaters an opportunity to share their enthusiasm with others who desire to see the sport thrive. We left knowing that many a skater would be continuing to lend support to a big, energetic country ready for radical moves. At last count, there were six skateparks operating in Mexico with many more in the planning stages. So remember, if you are going south of the border — don't forget your pataneta! Adios Amigos!



(Far left)
Californian Johnny Walker raises interests at Dogtown Skatepark, Mexico City.
(Left)
It's only a matter of time now that the Mexican skaters will be competitive on the world skate front . . . Ernesto P. Bouquet smoking the pipe at Guadalajara.
(Right)
Mexican skate dog with hair. Ernesto P., Skatopistas del Sol.

THE LAGUNA

SECA RACES

by D. David Morin

Everything was supposed to be set. The race date was on for Sunday, May 13, 1979, at the Laguna Seca Motorcar Raceway in Monterey, California. I called King James Tuesday to confirm our plans: if we could get gas we would drive up Friday; if we couldn't, we would fly up Saturday. Friday morning came around with my radio alarm blaring at 7:00 a.m.; my body transformed itself into a machine, executing necessary deeds before take-off. I reached for the phone. Dialing area code 408, I got John Hutson on the line . . . "Hut, is the race still on?" . . . "Yea, 'Woody,' it's still on for sure. I hope to be practicing Saturday afternoon." . . . "I'll see ya' Saturday; King James and I are coming up."

Next on the list, I call J.C. . . . "Hello, is James there?" . . . "Yea, but he's still asleep" . . . "Oh. Well, it's kinda' important. Do you think you could wake him? Tell him it's D. David." . . . "O.K. He oughta' get out of bed anyways." . . . Long pause. Then finally, "Hello? James, this is David. What's going on?" . . . "Just waking up. Guess what?" . . . "You can't go?" . . . "No. I can't go. Dash says I gotta' stay and shoot a cover for *RollerSkating* (Magazine)." . . . "Really? What a drag. This is going to be the full bionic race!" . . . "I know, I'm bummed but I gotta' shoot all day today, Saturday and Sunday. I'm sending Terrebonne down to shoot it. Do you want to write a story on it?" . . . "All right. Sorry you can't come. Talk to you next week. I want to go up and check out Don Brah at Upland and see the new pool they're digging at the Pipeline. S.A. says it's da kine! Talk to you later."

What a setback. Plans already starting to fall apart. I call Hester. H informs me that Skoldberg is flying up to avoid the gas hassles. I become confused. I calculate. My Porsche has personalized plates considered by Governor Brown to be "odd." Friday was May 11, an "odd" day. I figure I can make it to L.A. from home-base San Diego and hope to refuel there before the trip to Monterey. L.A. is a wasteland of empty stations on my arrival Friday afternoon. I start to withdraw into depression. I turn up my equalizer-booster. I come out of it.

Saturday morning is scam time. Scraping against all my moral fiber, I borrow a friend's plates that are "even." After a two-hour wait, I fill up. I grin. I swap the plates back and I'm ready to do some jamming.

Saturday evolved into a beautiful, hot day and the solo trip was having a therapeutic effect. With my air conditioning full-on — two windows down at 70 mph and my roof tucked in the trunk — the drone of driving turns into a sunbathing session. Cruising up the old El Camino Real, I find my cassette quiver to be quite "da kine" with The Police, Blondie, the Tubes, Cheap Trick, the Cars, Supertramp and Boston keeping me good company.

I was able to refuel in San Luis Obispo, not knowing when or where my next gas was to come from. The word from Sarge Skoldberg was that all Northern California gas stations were on strike. I was committed to go for it by Porsche-express, there was no turning back. So filling my tank for the second time in one day, I experienced a petroleum high I had never felt before.

KRISIK

Laguna Seca shaped up to be a classic confrontation of strategies and fairings. Among those closely matching wits and technique in the downhill event were Jamie Hart and Mike Goldman.

One eye on the road and the other on the rear-view mirrors was not enough to scout out the CHPs. Entering a canyon outside of Santa Maria I happen to catch a shadow in the left lane, traveling at speed, staying even with me. I freak. Looking up with a face of 55-mph innocence, I see the ever-feared "bear in the air." I know it is not a drill. I assume a calm, collected nonchalance toward the beast of burden hovering above me. He acknowledges my good intentions and jets ahead to find a new piece of bear bait. I breathe again.

With a hot tape of Larry Carlton that Stacy had made for me, I continue at speed, up Route 1 past Hearst's Castle. My mind reflects on Stacy and a show he put on in front of his parents at Marina. Always humorously self-sacrificing for the crowd, Stacy performed his sadomasochistic routine for the first time. His parents, not sure how to respond to this new routine, finally had to "twist his arm" to get him out of the pool.

TERREBONNE

TERREBONNE

An injured Curt Kimbel may have been held together with silver duct tape, but he managed to finish the day unfazed and aggressive. "Spaceship Ick" also made a strong impression.

TERREBONNE

Upset winner of the fourth place trophy, Gary Furnish, employed a semi-standing fairing through the long 560-yard haul.

TERREBONNE

The team downhill evolved into the high point of the meet . . . Hutson and Goldman proved a fortuitous and downright unbeatable combination, while Cliff Coleman studied their technique firsthand.

(Opposite page)
An unfortunate oversight by the officials denied a very quick Jamie Hart second place . . . Even "objective" skate competition can have subjective flaws.

After another long gas line Sunday morning, I finally get to the track around nine-ish. Some of the skaters are already there: the Fisher brothers, Cliff Coleman, Chris Pettijohn, "Kiwi" Gifford and others. Arriving shortly after me is J.K., "Smiley" Goldman, Jamie Hart, Hut and crew.

Fred Lowery, race promoter and founder of the Downhill Racing Society, welcomes me back. I hadn't seen him since December when the originally scheduled Laguna Seca race was rained out.

The first event of the day was a giant slalom race on the face wall on a steep section of the downhill track. The 50-cone course was set by John Krisik, race director. It reminded me of an old La Costa course with a lot of "checking" to brake your speed and with the cones set far apart.

The top of the course was slow and arduous to negotiate. The bottom opened up and the speed really picked up. There were some allegations that the course smelled of El Dorado Hills in its similarity, but J.K. explained that it was merely a "difficult and trying course." (Indeed it was, as David Criddle, the winner, couldn't even complete the course until his third and last official attempt.)

Each skater got three runs, with only his best run counting for time. Going into the third round, John Hutson was in the lead with a time of 34.82 seconds. There was a .10-second penalty for each cone hit. The third and final round had some hot controversy.

David Criddle, of Fat City Racing, started the round with the fastest time of the day at 34.04. During his run, he hit a cone on the inside, shortening his line. In some circles, hitting a cone on the inside is as good as missing the gate altogether and results in an automatic disqualification. When Criddle hit the inside of the cone on his last run and still got the fastest time of the day, something really hit the fan. Hutson and Evans were in spontaneous protest to Race Director Krisik. J.K. announced in his KSFM radio voice, "That's a keeper," and the run was ruled *good* with one tenth of a second penalty. The strategy then changed, as on Hut's next run; he deliberately hit a cone on the inside trying to get a faster time. It threw his line off and he wasn't able to better his time. Hutson still did well enough on an earlier round to earn second place with a time of 34.82.

Tom Merrick had a strong run that upset Evans and Bostick. His time of 35.18 secured him third place. Steve Evans of Colorado summer circuit fame took fourth place with just a few runs of practice. Evans' time of 36.52 beat out a favored Don Bostick who did a 36.69 to put him in fifth place. Don, a La Costa Masters champion, was disappointed, but the youthful likes of Criddle and Merrick were too much for Bostick and others to handle. Martin Yin took sixth place with 42.25. (Martin, a recent transplant from New York, apparently had sold his van to enter the events of the day — definitely a very committed skater.)

The downhill events were awesome. The track was smooth and fast with a 60° slope feeding into a 90° right-hand turn (turn 4). The starting point was about 60 yards from the ominous face-wall turn with the finish a good 500 yards thereafter. The skaters competed side by side through turn 4 at speeds exceeding 40 mph! The race was a study in drafting and fairings. If one skater could stay close enough behind another, he could get in his draft and avoid wind resistance. Then, at will, he could come out around the leader, break the wind and pull out in front. The fairings were of two basic types: hands outstretched in front and the body in a squatting position, or arms back, knees bent low and the back kept as horizontal as possible. Jamie Hart, Cliff Coleman and Chris Fisher utilized well the hands front position, while John Hutson, Mike Goldman and Gary Furnish were successful with the alternate technique.

Curt Kimbel showed up with an unreal custom Ick Stick featuring a fully aerodynamic design. It looked as if he had put grip tape on top of a miniaturized skate car. The rails folded down to almost touch the ground with nose and tail also flairing downward to varying degrees. It was definitely a very futuristic stick.

John Krisik used a round-robin type of competition format with the best times from the heats being seated into the finals. The first four finalists to make the cut were John Hutson, Mike Goldman, Jamie Hart and Gary Furnish. The second four positions were highly contested, with Chris Fisher, Don Bostick, Steve Evans, Curt Kimbel, Chris Pettijohn, Cliff Coleman, and Bill Matthews among the strongest contestants.

In the latter round, runoffs to qualify for the final heats involved a lot of passing through the inside of turn 4 as well as drafting through the turn and passing under an overhead bridge. The lower part of the course had five or six cones to negotiate at speed, each about 100 feet apart. Critical passing situations were common. Especially through the lower cones, once a skater got position, the other would be forced to hit the cone or turn wide around it. Don Bostick was a victim of this circumstance, losing two heats due to unfortunate positioning through that part of the course.

The round-robin competition eventually sent the four skaters with the most wins to the finals: Cliff Coleman, Chris Fisher, Bill Matthews and Curt Kimbel. Kimbel, a.k.a. "Captain Beefheart," established himself once again as skateboarding's reigning "Prince of Pain." His first run of the day on "Spaceship Ick," was successful through turn 4, though shortly thereafter,

TERREBONNE

TERREBONNE

Author, announcer, official D. David; undisclosed official; and Peter Gifford.

TERREBONNE

Steve Evans was quickly slipping back into his old form after only a few practice runs. Steve took 4th in the giant slalom.

TERREBONNE

The question of the day was whether winner John Huston's formula racing experience actually helped him negotiate the demanding Laguna Seca course? . . . And what of his asbestos underwear?

(Opposite page)
The infamous turn 4, a 90° curve near the top of the course, led to the demise of a few, while providing a worthy challenge for all – especially at 40 mph plus.

while applying his foot to brake himself, he did . . . break his knee, that is! The paramedics said, "We're talking stitches." But Kimbel replied, "For now we're talking silver duct tape." Needless to say, Curt Kimbel skated very aggressively all day long despite a ripped-up knee.

After the two finals brackets of Hutson-Goldman-Fisher-Kimbel and Hart-Furnish-Coleman-Matthews, with each racer racing against everyone in his heat one-on-one, the four leaders emerged for one last heat of runs. These finalists were John Hutson, Mike Goldman, Jamie Hart, and Gary Furnish. Hut dominated the round, as he had all day, with his "pre-race talk-show philosophy" of "getting ahead and staying far enough ahead so no one can get in my draft." It worked. Hut didn't lose all day in the dual downhill event. Naturally, there was some speculation that his formula racing school experience gave him a further advantage through the competition. But Race Director Krisik had approved John's asbestos underwear before the race, so all protests were moot.

Second place was a close contest between Mike "Smiley" Goldman and Jamie "Yes,-that-girl-is-with-me" Hart. Both racers had the same amount of wins and losses going into their match-up. Put simply, whoever won this race had second place in their trophy room. The push start from the top was dead even, and approaching the hill, Hart was taking the inside track. Goldie fell in behind Hart, outstretching his arms to stay in Jamie's draft. Hart, using the hands-in-front fairing, looked like a jet canopy in O.P. shorts and casual collar shirt. Goldie, his arms stretched back at his sides and smartly attired in an orange one-piece suit of leathers and goggles over his helmet, looked more like Franz Klammer. Goldie's air brakes were too late going into the turn to stay in Hart's draft. By the bridge, they were nearly even. Then, the incident of the day occurred — Goldie cut the course too tight and hit a cone at speed, getting an edge on Hart. For the rest of the course, Goldie held that edge by a hair with Hart right behind him. The finish went to Goldman. The knocked-down cone slipped by the attention of World Pro Director John Krisik and the race stood. It was not until after the next race, where Gary Furnish (a young upstart from the Santa Cruz team) wrapped-up fourth place, did the hit cone come to J.K.'s attention. After an officials' meeting (which included me as track announcer and walkie-talkie communique on turn 4), Krisik announced that if he had been able to make a ruling at the time of the hit cone, Goldie would have been penalized a tenth of a second and the race would have been a tie, calling for a rematch. But since J.K. did not know about it until after the heat was over, the race would have to stand with Goldman as winner. Not unexpectedly, "Smiley" was seen making good on his nickname.

The final event was the team downhill, a four-man race, with two-man teams competing against each other. The result was the most exciting event of the day: four skaters at a time battling head-to-head at 40+ mph through a very tight turn and long finish. David and Chris Fisher teamed up in official Fisher/Alot-a-Flex uniforms, complete with matching punk shades. Other teams of Goldman-Hutson, Hart-Bostick, and Coleman-Pettijohn rounded out the field. The Fisher brothers showed some tandem downhill coordination as they held onto one another, increasing their mass and boosting their velocity. The tactics proved successful, placing them second behind the drafting clinic instructors, Hutson and Goldman. In third place was Jamie Hart and Don Bostick, and in fourth, Cliff Coleman and Chris Pettijohn.

At the close of the day, a bicycle racer on a Motobecane challenged Hutson to a downhill race, 10 speed against skateboard. They started at the top of the track with a dead-coast start. Hutson's 70mm reds accelerated faster than the 600mm bicycle tires. The classic confrontation between the traditional 2-wheeled bicycle and the futuristic sport of skateboarding was clearly marked by a "no-contest" race going to Hutson. The bicycle never came close as Hutson finished an easy 100 yards ahead of his two-wheeled competitor. The bicycle racer later was heard muttering, "I wonder if asbestos underwear would make me go faster, too?"

After saying goodbyes to Fred Lowery (race sponsor), Robert Delvekio and Mrs. Delvekio (track designer), Herman, R.N., J.K., et al, I started my 500-mile journey home to San Diego. Following closely behind an 18 wheeler on U.S. 101 with the pedal to the metal, I made it to L.A. in plenty of time to get in a gas line. The first annual Laguna Seca Downhill Race completed, I was home safe, with my mind drifting onto the upcoming Hester contests . . . Please, Henry, no long drives on dry weekends.

Equipment Rap Up

Road Test Conducted by
SkateBoarder Testing Group

ACS Lite II

Clyde Slide.

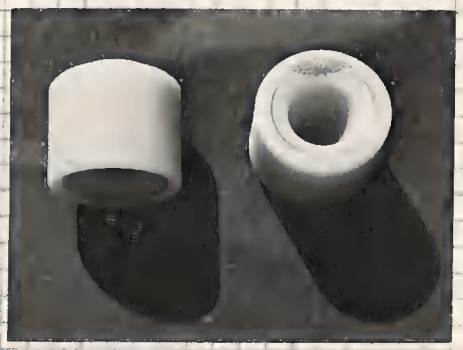
Flite Airborne Model.

Santa Barbara Skateboard.

Skateboard Bag.

Skatepads Glovesaver.

Tracker Magnesium Fultrack.



Wings II Wheels.

ACS Lite II
Like the ACS 800, the Lite II turns tighter than most 8-inch trucks. Single bolt adjustment, smooth transition from base plate to hanger and high grinder bar are also featured. The difference is that the base plate and hanger of the Lite II is over 90% magnesium and the 8-inch Lite II weighs less than standard mid-width trucks. Retail $15.95.

Clyde Slide
A "no hang-up" device which works well, in part because it's made of plastic. Useful on curb hops, vertical lipslides, etc. Strong, though necessarily less durable than the metal variety. Retail $7.95.

Flite Airborne Model
This 30½" x 10½" laminate board is light and strong. It comes pre-drilled, with wheel wells and air handles routed out. Retail N/A.

Santa Barbara Skateboards
The board tested was 30 inches long by 9½ inches wide and was a prototype board. (The production board will reportedly be 300 grams lighter.) Slight flex, very deep wheel wells, it's topped with perma-grip (which initially works well but tends to wear out). Once it's worn, the deck either has to be sanded smooth for normal grip tape or re-done with perma-grip. Retail $50.00.

Skateboard Bag
Developed by the Bag Company. This duffel-type bag will accommodate your board (max 34") and gear with no problem. Hand straps are provided, as is an adjustable shoulder strap for those longer treks. The 10-ounce natural canvas and competent workmanship should stand some longterm abuse. Retail N/A.

Skatepads Glovesaver
A protective coating which is easy to apply and dries overnight. To maximize wear, it should be put on while the glove is still new. Also works on wrist braces and shoes. Retail N/A.

Tracker Magnesium Fultrack
Like the Tracker Gnarly Fultrack but lighter and stronger. Smooth turning. Also features one bolt adjustment and conical outer suspension grommet, which lasts longer than standard rubbers. Retail $21.95.

Wings II Wheel
Rides smooth, fast and has good grip. A lathed riding surface makes for truer roundness and decreases chances of developing flat spots. A conical back provides smooth coping release. Retail $8.95.

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BACK TO BASICS

PART II

Bert's of Flats, Banks and Vert.

by C. Hesselgrave

Berts are low-driving frontside slides that can be performed on flat ground, banks or the vertical sides of pools. These sliding maneuvers are named after Larry Bertleman, a skateboarder and pro surfer. Depending on where you execute them, berts range in difficulty between intermediate and advanced, the vertical ones being most difficult. One of the easiest slides to learn, berts open the door to learning other types of slides.

The most basic bert is a "flatland bert." To begin, start by skating at moderate speed in a straight line. Initiate the turn by bending your knees and dropping your weight forward over the heel of your front foot. Let your legs fold up completely with the front leg pointed almost straight up and the back leg nearly parallel with the deck of the board, knee forward and foot on edge. To start sliding let your inside hand drag lightly on the pavement while you thrust the tail around with your rear foot. Both front and rear wheels should slide although the rear wheels will have to slide more, bringing the board around in a 180° turn. To keep the board under you and in control, you must maintain your body position as you slide (don't open up, stay compressed). The hand touching the pavement should have very little weight on it; apply just enough pressure (weight) to make it function as a pivot. Excess weight on the pivot hand will cause the board to get away from you and may injure your wrist. As you complete the slide, tuck the board back under you with your legs and stand up straight.

A bert on banks is slightly different in that your body gets more stretched (parallel to bank) in the middle of the maneuver. Also there is more weight on the pivot hand. Begin by going up the bank using a frontside kickturn line. Bend your knees and lower your weight as you approach within 3′ of the top of the bank. Place your pivot hand down and begin the slide by thrusting with your feet. As before, the rear foot does most of the pushing and the front foot steers.

As you slide around look into the turn; turning your head into the direction that you are going will bring your body around. Let your body stretch out during the apex of the turn; this means more weight on the pivot hand and less on the board. Slide the board around more than 180° so that when it begins to roll back down the bank, it will come back under you easily. As the board finishes sliding, draw it back under you using your leg and stomach muscles, then stand up and ride back down the bank.

A note of caution here: when you first begin learning bank berts there is a tendency to put too much weight too fast onto the pivot hand. This can strain your wrist. Your weight should be shifted from the board to the pivot hand smoothly with no hint of suddenness. Most of the skill in a vert is in this weight shift onto and off of the pivot hand.

One variation on the bank bert is the two-handed bert. Begin the same way as for a one-handed bert. When you put your pivot hand down, roll your opposite shoulder into the turn and put your other hand down next to the first. In a two-handed bert your body lays out much more than in a one-handed one. Keep control of your board with the edges of your feet and really tuck your legs back in as you come out of the turn. Your legs must be pulled back in strongly at the end of the turn or the board won't finish turning and you'll lose it.

Berts on vert are the most laid out and difficult of all. To execute, lower your weight and plant both hands as you go up the wall. The board will travel in a large arc up and over your head and back down again. In the middle of the slide almost all your weight is on your hands with very little on the board. You must keep control of the board with just the edges of your feet. Slide the board around in an arc and tuck it back under you using leg and stomach muscles. Stand up and ride back down through the transition.

Berts are good maneuvers to practice because they teach you to be flexible and to ride out a slide instead of fighting it. Once you become familiar with sliding you'll find that you will be able to control accidental slides by flowing with them instead of bailing out. Probably every other manuever in skateboarding was first done by accident, when the rider managed to hang on and flow with it. He had then discovered a new trick and only needed to practice till he could do it at will.

Early bert devotee, Wally Inouye, goes through the various phases of the maneuver in and around High Roller Skatepark (Boulder, Colorado).

PHOTOGRAPHY BY JIM CASSIMUS

Ranch local Figuera, here laying out a clean hand plant in the halfpipe, shows a glimpse of the ability that brought him a 1st place at the recent USASA Nationals

Who's Hot!

Eddie Elguera

16 years old, rides for Hobie Skateboards

Soft-spoken Eddie Elguera is living proof that a top amateur can mix it up with the best of the pros. At the recent USASA National Amateur Championships, Eddie blew the crowds and pro judges away with a fully stacked, winning routine — carves, rock 'n rolls, 360° foot plants, tailstalls, hand plants, frontside inverts and frontside layback aerials. It's no wonder so many of the pros are going back to school or are looking for "serious" work — before they get worked over by the likes of Eddie!

Commuting daily about one hour down a winding road from his mountain home in Lake Arrowhead, California, Elguera usually rides his favorite skatepark, Rancho Mediterranean (or the "Ranch") in Colton. As head of the Ranch team, he often can be found working out new tricks in the snake run before perfecting them in the 12 footer or the extended halfpipe. It's not the easiest schedule in the world, but considering his success in recent contests, it works.

Eddie was introduced to skating by his two surf-and-skate-stoked older brothers when he was about 10 years old. Ironically, all three rode Hobie boards they ordered for $4.00 and four coupons from Buddy-Buddy Ice Cream. Yep! Those laminated ice-cream sticks served Eddie faithfully all the way up until the days of the Fruit Bowl. ("They were hot! I still have one — I even have a coupon or two to order more," he boasts. What a pity it's a few years too late!) "I always wanted to skate on a team — especially Hobie. When I was younger I used to dig on Weaver. I remember a friend of my cousin that used to boast that someday his feet would be in the Hobie 'Step on it — it's alive' ad that appeared in the early '70s." Eddie got his wish. His current board preference is a 10"x30" Park Machine with Variflex trucks.

RUIZ

The layback aerial is but one of many advanced maneuvers Eddie has seemingly made his own.

Living in the mountains for the past few years, Eddie didn't have any local spots to skate. (The nearest was the Baldy Pipeline almost an hour away.) But instead of giving up, Elguera built his own ramp in the forest near home. "Once a hiker found me skating out there — boy, was he surprised! He took a few pics and even sent me a few. The ramp was a bit lopsided, but riding it all the time I started getting good." The ramp died about the same time Eddie's skating really came alive at the Ranch and in recent competition.

Even with a few victories under his belt, Eddie hasn't changed much. He's still a likable sort, somewhat quiet and totally shredding. Not unexpectedly, that familiar, twisted adage comes to mind — "talk softly and ride a mean stick!" And Eddie Elguera definitely does! **— Jeff Ruiz**

Who's Hot!

Kelly Lynn

14 years old, rides for Markel Skateboards

The sun was just setting over Clearwater Skatepark's halfpipe, and the pro finals of the Second Annual Fun 'n Sun Skateboard Championships had just begun. A loud, death-raising roar came from the crowd when the name of Kelly Lynn was called over the bullhorn and didn't stop until long after the final horn blew.

To most people outside of Florida, the name of Kelly Lynn is almost unheard of. But to not know him is to not know one of Florida's top contest pros.

At an early age Kelly has already set a standard of skateboard excellence that is yet to be matched by his older peers. Taking firsts in both Clearwater's pro contests, he has walked away with a total of $740 to date.

Kelly started skating four years ago, just shortly before one of the country's first skateparks opened in Port Orange, Florida — where he immediately localized himself. Being only a 15-minute drive from his New Smyrna Beach home, the park became an instant proving ground for his next four victorious years.

Kelly is one of two pro members of a Daytona Beach-based manufacturer, Markel. (The other member, Clyde Rodgers, is also an original Port Orange local.) Kelly has his own model which is a 27½" x 9" pool ply. He designed this board to fit his own personal size and style. For freestyle, Kelly rides a Markel 27" x 8".

For someone of his age one might expect him to be more of a follower than a leader. But by being the sole innovator of the frontside invert (layback air) and other such avant-garde moves, Kelly has shown that it's not age that makes a person hot — it's experience and motivation.

FRIEDMAN

Pioneer of the layback aerial, Kelly is primary among Florida's young, innovative elite.

Traveling around his home state, Kelly has gotten to know and skate with both the most famous and the most infamous of Florida's skaters. Among these, Kelly considers Alan Gelfand, Clyde Rodgers, Steve Anderson, Mike McGill, Mark Lake and Ben Duffet to be his favorites to skate with and to compete against.

Overall, you might consider Kelly to be a prime example of Florida's fast-growing quorum of upcoming skaters. But there's one thing for sure, Kelly Lynn has arrived.—**Tim Scroggs**

A veteran pro at 14, Kelly is known for high drive and a full range of moves. Sensation Basin, Gainsville, Florida.

FRIEDMAN

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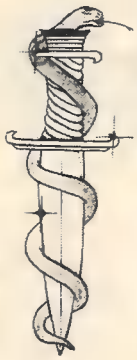

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Darrell Miller, Oasis.

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Mellow Cat
By TED RICHARDS
©1979 TED RICHARDS, KURT LEDTERMAN, AND SKATEBOARDER MAGAZINE
UH, HEY, CAT, WHAT'S HAPPENIN'?
HEY-Y, IT'S BONEY SALVO, SUPERSTAR – GEE BONEY, I HAVEN'T SEEN YOU SINCE YOU BUSTED UP YOUR WORLD BOWL TROPHY 'CAUSE IT WASN'T MADE OUT OF PURE GOLD – TSK TSK.
GIMME A BREAK, CAT – IT'S CRAZY AT TH' TOP AND I NEED A FRIEND...
SAY-Y, YOU REALLY DO LOOK SHOOK UP! I THOUGHT YOU HAD IT MADE THESE DAYS...
YEAH, YEAH, BUT I'M FREAKIN' OUT! IT'S TOO GNARLY OUT THERE – I'VE LOST MY STOKE!
WELL, Y'KNOW YOU AIN'T A KID ANYMORE. YOU'RE LIKE ME – OVER TH' HILL! HO HO HO HO
NAA – NO WAY! BUT LISTEN – I HAD THIS HEAVY DREAM...
WELL, LET'S HEAR IT...
I WAS SKATING IN A THOUSAND FOOT PIPE. IT TOOK ME FOREVER TO REACH TH' TOP.
THEN MY WHEELS MELTED...
I FELL.
THE PIPE DROPPED AWAY – THE EARTH BELOW WAS COVERED WITH ROCKY BLACKTOP.

DOWN I WENT. FASTER AND FASTER. I PULLED UP ON MY BOARD.

I PULLED AND PULLED. MY ARMS ACHED. I FELT WEAK. I COULD HARDLY HOLD THE BOARD.

SUDDENLY, I LEVELED OUT- BUT I WAS GOING STILL FASTER AND FASTER.

OVER HILLS, CLIFFS, TOWERS- ON AND ON FASTER AND FASTER...

EVERYTHING BECAME A BLUR -I COULDN'T SEE. I COULDN'T TAKE-IT!

I FREAKED AND WOKE UP!

(WHEW) THAT WAS A HEAVY ON TH' SUBLIMINAL SAUCE TYPE DREAM!

-I THINK WE'RE GONNA HAVE TO ASK TH' READERS FOR AN INTERPRETATION!

MEANWHILE, WE GOTTA COOK UP A BREW THAT'LL GET YOUR HEAD TURNED BACK AROUND...

I GOT-IT! YOU'VE BECOME A LEGEND AND JUST CAN'T LIVE UP TO IT— RIGHT?

UH, RIGHT!

-SO WE'LL FAKE 'EM OUT WITH A NEW IMAGE!

I'LL DO ANYTHING CAT...

MOMENTS LATER

THERE! NOW YOU LOOK CRAZY AND LOOSE — LIKE YOU'RE SKATIN' FOR FUN!

UH, THANKS, CAT. I'LL LET YOU KNOW HOW I MAKE OUT!

I FORGOT TO TELL HIM HE'LL BE BROKE IN A WEEK — BUT AT LEAST HE'LL HAVE FUN!

WHAHOO

READERS!

HELP REVEAL THE REAL INNER TURMOIL BEHIND BONEY SALVO'S WEIRD DREAM! THE BEST INTERPRETATION WILL BE PUBLISHED AND THE WINNER WILL GET A FREE MELLOW CAT POSTER!

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M.C.

The ever consistent David Andrecht swings into good form at Product Awareness Tournament #1, Solid Surf.

PHOTOGRAPHY BY CRAIG FINEMAN

TUFLEX PRODUCTS AWARENESS AMATEUR TOURNAMENT #1

Solid Surf Skateboard Park, Ft. Lauderdale, Fla. May 20, 1979

RESULTS:

Team Trophy

1. Little-Megatron
2. Egg Mo
3. Powell-Tracker

Best Overall Skater (total points)

1. Craig Blazer (Safe Surf)
2. Dan Murray (Little)
3. Dean Kranz (Independent)

Top Girl Skater

Karen Snyder (Little)

Events Winners

ONE WHEELER
18 & Over
Dan Murray (Little-Megatron)
15-17
Alan Gelfand (Powell-Tracker)
12-14
Ray Diez (Little-Megatron)
11 & Under
Dean Kranz (Independent)

CROSS COUNTRY
18 & Over
Jeff Duerr (Egg Mo)
15-17
Peter Andrews (Sensation Basin)
12-14
Shawn Webster (Runway)
11 & Under
Dean Kranz (Independent)

FREESTYLE
18 & Over
Dan Murray (Little-Megatron)
15-17
Bob Little (Little-Megatron)
12-14
Rodney Mullen (Bruce Walker)
11 & Under
Craig Blazer (Safe Surf)

FREESTYLE POOL
18 & Over
Dan Murray (Little-Megatron)
15-17
Tony Villete (B.C. Surf)
12-14
Mike McGill (Powell)
11 & Under
Dean Kranz (Independent)

MIDWEST POOL SHOOT-OUT

Astro Speedway Skatepark
Jenison, Michigan
May 5, 1979

Pool-Freestyle

10 & Under
Jex Harrison (Endless Summer)
11-13
Andrew Carpenter (Ohio)
14-16
Pete Kovacevich (Astro)
17 & Over
Mike Earl (Astro)

One Wheelers

14-16
Pete Kovacevich (36) (Astro)
17 & Over
Mike Early (38) (Astro)

Aerials
14-16
Rich Kollarik
17 & Over
Chris Camp (Indiana Warrior)

Banked Slalom
10 & Under
Jex Harrison (Endless Summer)
11-13
Chris Moore (Endless Summer)
14-16
Jeff Muuka
17 & OVER
Mike Early (Endless Summer)

ASSOCIATION OF SKATEPARK OWNERS (ASPO) SUMMER AMATEUR STANDINGS

Southern California

Individual high point scores as of 5/30/79:

White, Lawrence	(Big "O")	57
Wingo, Chris	(Big "O")	55
Knowles, Henry	(Oxnard)	53
Smith, Mike	(Skbd Heaven)	53
Linden, Scott	(Goleta)	51
Stelmasky, Ken	(Skbd Heaven)	50
Gonzaba, Mark	(Skbd Heaven)	48
St. Cyr, Rusty	(Pipeline)	47
McInnis, Gordon	(Marina)	46
Fithian, Chris	(SkaterCross)	44

Team point totals as of 5/30/79:

Big "O"	250
Skbd Heaven	241
Goleta	222
Sidewalk Surf	209
Pipeline	197
Paramount	185
Boobie Bowl	185
Pomona	183
Lakewood	179
Marina	161
Oxnard	154
Del Mar	144
SkaterCross	142
Escondido	110
Agoura	104
Colton	100

2ND ANNUAL SKATEBOARD AND ROLLERSKATE MARATHON

Reseda, California
May 28, 1979

SkaterCross Skateboard Park held its second annual Skateboard & Rollerskate Endurance Marathon over the Memorial Day weekend. The event shattered last year's "world record" of 25 hours, 20 minutes, set by Mike Kinney of Woodland Hills, California. No less than 12 skaters broke last year's record, thanks to excellent weather conditions. Contrary to last year's 100-plus temperatures, this year the skies remained overcast keeping the temperature at a pleasant 70 degrees.

Mike Kinney again emerged the winner but with only a slight margin. He and Jim Plummer were the only remaining skaters after 56 others had dropped from the event. Both skaters, still feeling fresh, decided that since the old record was shattered, they would both stop and let the number of laps and distance skated decide the overall winner. The event started May 26, 1979, Saturday at 11 a.m. and ended on Sunday, May 27 at 5:35 p.m.

Both had skated 30 hours and 35 minutes, so it was decided that the winner would be the one who had skated the most laps. With that criteria, Mike Kinney came out on top with 1685 laps, for a total of 217.3 miles. Jim had skated 215.7 miles and 1673 laps. Mike thus set a new "world record" that will be submitted to the publishers of the *Guinness Book of World Records* for confirmation.

Another "world record" was established by Joy Taylor, 17 years old, from Sepulveda, California. Skating 30 hours and 11 minutes, Joy completed 1245 laps and 160.5 miles. She set the record for the longest distance and longest elapsed time on a skateboard by a female, as well as placing 3rd overall in the contest.

An interesting sidelight was the number of people who kept vigil with the skaters during the night. Parents, friends and relatives cheered their favorite skater throughout the night and lent assistance during the rest periods. A typical sight was a group of people gathered around a skater during the 15-minute rest period, massaging the legs, helping change soiled socks and T-shirts and giving words of encouragement.

SkaterCross provided food and beverages for all entrants during the event, but it was interesting to see the number of special "energy concoctions" some skaters had prepared for themselves. One skater and his family brought a juice blender and set up laboratory on the back of their camper in the parking lot of SkaterCross. Fruits and vegetables were all mixed into a "secret" formula.

Brad Bowman cuts clear on the Turningpoint ramp at Solid Surf.

Of the top 12 skaters that broke the world record, only one was on rollerskates. Shreddi Repas decided to forego his skateboard and try it on skates. His endurance as a hockey player was of great advantage in this event. Shreddi skated a total of 25 hours, 33 minutes, 13 more minutes than the old record, and then he decided to quit. Shreddi later commented that it was not the distance that bothered him but the uphill portion of the course that was difficult on shoe skates.

Over $5000 in prizes were donated by various skateboard companies including: ACS, Hobie, Vans, Lazer, Gull Wing, Z Flex Products, Kanoa, Coca Cola, SKATEBOARDER Magazine, Sims, 360 Sports, Variflex, G & S, Tracker, Motobilt, Sunsports, Gyros, Shoxx, Sea Breeze of California and Smile.

RESULTS:

1.	Mike Kinney	30 hrs. 35 min.	(217.3 miles, 1685 laps)
2.	Jim Plummer	30 hrs. 35 min.	(215.7 miles, 1673 laps)
3.	Joy Taylor	30 hrs. 11 min.	(106.5 miles, 1245 laps)
4.	John Downs	30 hrs. 07 min.	
5.	Bruce Danziger	28 hrs. 26 min.	
6.	Steve Serra	27 hrs. 57 min.	
7.	Don Almeido	27 hrs. 53 min.	
8.	Brad Kenney	27 hrs. 52 min.	
9.	Jamie Dematoff	27 hrs. 51 min.	
10.	John Stoik	27 hrs. 21 min.	
11.	Bob Weddle	27 hrs.	
12.	Shreddi Repas	25 hrs. 33 min.	(1st overall Roller Skates)

Off The Wall

Before we indulge in our usual full bore flim-flam foolery, we must take the time to print this highly heartfelt retraction. Now listen up, we blew it regarding the Olson Interview [Page 36 — in response to, "What are you riding now?" Alligator wheels should have read OJ wheels.] Our apologies to all concerned; a bad transcription and Steves' not getting a chance to read the interview before press time resulted in the error.

THE BRAWN VS BEEF BOWL DEPT.

Exactly just how a new Japanese fast food restaurant ever ended up in downtown Los Angeles is anybody's guess. But it did and what better way to promote its opening than to stage a top-caliber slalom race right in the skidding streets of L.A.'s Restaurant Row. Man, you have got to admit that 6th Street is as positively off-Broadway as you can get. Bad H. Hester, "Sarge" Skoldberg, Paul Eng, Steve Evans, Dave Krittle, Tom Merrick and Curt Kimbel all turned top times to the amazement of the amazing looking onlookers. Orton, Miller, Jetton and friends blew a few of the local denizens of dereliction out with some Pepsi ramp licks. Our on-the-scene reporter Sam Fernando was at the contest site for four hours before he ever found the contest. Talk about undercover, poor Sam thought that he'd mistakenly walked into the cast party for Baretta. Fortunately your man and ours, Cash McAnlis, rescued Sam from the clutches of a perpetual lost weekend by adroitly leading Fernando indoors for a nourishing Bowl of Beef. McAnlis and Fernando then proceeded to interview the background types for OTW and discovered that Sam's original assumption was correct. Apparently all of the men they interviewed claimed to be "screenwriters disguised as winos doing research for feature films." This sodden cultural overview was complete when Sam and Cash, still in their threadbare undercover outfits, approached staffer Jim Goodrich and asked him for "a dime for a cup of coffee and a ride back to Orange County." Goodrich refused both later stating, "Hey, I didn't recognize them. I though they were just a couple of bums." A likely story.

DEATH TO DISCO DEPT.

Last night it finally happened; those suburban robots that monitor monotonous reality, DEVO, executed their Santa Monica Civic show. Virtually everyone who's anyone in skateboarding was there although it's difficult to remember any specific ID's since everyone tends to look the same when they're wearing paper suits and opaque metal mesh glasses. This identity crisis is compounded when either everyone who wasn't there claims they were, or everyone who was there claims they weren't. OTW did manage to spot Boogi-Boy, Bongo, General Boy, Benito (was it you?), Ken Scott, King Vidor and the rest of the Smart Patrol. Stacy Peralta and Paul Hoffman were observed backstage monitoring with Mark Mothersbaugh and Michael Mishick. (Lelani Kiyabu was not backstage here, although she *was* at the Police concert.) To prove the irrationality of it all, Five Fingered E. was trying to talk his way in the stage door with a SKATEBOARDER Mag press pass while Jeff Elder stood impassively holding a city regulation street sign labeled DEVO AVENUE. In the parking lot Paul Constantineau did a brisk business selling "DEATH TO DISCO" and "PUNK IS FOR PUNKS" bumper stickers to all of the outraged local talent. On to the Suburban Lawns and remember a spud is still a spud by any other name . . .

WILL THE REAL JIMMY DISCOUNT PLEASE SHUT UP DEPT.

In reference to Vol 5#12, page 87, Spot of Hermosa Beach's Wild Wheels and Media Art Recording Studios, along with Jimmy Conroy, demand to know the "true" ID's of our masters of high crimes and treason, Taxi McCoy and Jimmy Discount. To get this done with as quickly as possible: Conroy had been performing musically for a couple of years under the alias of Jimmy Discount. The crux of the situation is that they want to know if OUR Jimmy Discount is ripping off the name of "Jimmy Discount." Obviously a question of which came first, the chicken or the Discount. The answer to your question is YES, both are real. As anyone with knowledge of contemporary skateboarding will tell you, yes Spot there is a Taxi McCoy. As for *OUR* Jimmy Discount, he is 22 years old, lives in Fullerton, has a 3rd degree black belt in Kung Fu (which he teaches for a living) and he is infamous for riding the Baldy Badlands Pipe on clay wheels back in the sixties. For further clarification, please contact his parents Willard and Edna Discount of Montclair, CA or Queaver or Muckus (next they'll ask us who Queaver and Muckus are?). Willard owns a pharmacy in Montclair called (what else?) Discount Drugs and should be fairly easy to reach. And now, turnabout being fair play OTW wants to know "what makes Spot run?" [Editors note — at publication time Ed Economy, Johnny Cash and Johnny Paycheck were unavailable for comment.]

GUESS HIS MIDDLE NAME DEPT.

When we at Skate Control Central started this contest, we really weren't too sure that anybody cared what Glenn E. Friedman's middle name was. It was for certain that *we* didn't, however, the sheer volume of inquiries we've received proved us wrong. To be specific, there is such an abundance of interest in Glenn E's name that Friedman has developed a paranoia about keeping it a secret. The usually too flamboyant Glenn E. is known to keep his wallet hidden at all times in order to foil all name seekers. According to Alan Gelfand, Friedman even takes the wallet into the shower with him. Considering Glenn E's legendary thrift, his never having a wallet might just be another way to cut costs. [Editor's note — Friedman is known to be a big spender and generous tipper, . . . as long as it isn't his money."] Another example of G.E.F.'s reluctance to reveal that name comes from Steve Anderson and Steve Fisher. Seems that Friedman was illegally parked (of course) at a Jersey McDonalds where an old man with a license plate holder from De-Vo Motors (honest) ran into Glenn's "Gonzo Express" denting it. When it came time to exchange drivers licenses, Friedman *whispered* his middle name to avoid public disclosure.

This month's best guess comes from Melinda J. Baringer of Ho-Ho-Kus, N.J. who reveals that she's the only girl, at least East of the Rockies, that knows that the Big E stands for Elliot. She's still working on translating Elliot into Hebrew but is certain she's on the right track. Our second best guess comes from none other than J. Goodrich and it's "Eckert." Goodrich's fiendish devotion to publicly unmask G.E.F. is

Coming Next Issue...

Eddie Elguera follows through on a mind-blowing tackle flip at the Hester Pro, Boulder.

... Radical Action from the Hester Pro at Boulder, Travels with the King in Europe, Florida, Cherry Hill and much more!

rivaled only by J.G.'s compulsive refusal to lend Glenn money. Watch out . . . And next month maybe we can quit all this nonsense by definitively delineating the Big E once and for all. Did you ever hear the story about the time a leopard skinned Alva skate tried to follow Glenn E. home?

CONCRETE BALLOONS DEPT.
There's an opening for another secretary at Skate Control . . . Gillogly does it again.

Attendance is way up at Steve's South Bay Park since they cut down the fences. Also, passes to the Runway Skatepark will not be accepted at the new industrial park.

The Tracker men are reportedly the hot connection for fully restored vintage balloon tire bikes in S.D. County. Kim Cespedes favors a Hawthorne Trailblazer, while Lance Smith has a Schwinn Black Widow. Strople's riding a five-speed shift and Dave Dominy's thinking of parking the Ferrari for the summer and doing it on a 1947 Schwinn Hurricane. Mr. Smith, who won the Oldtimers Challenge by default, is now preparing for the all comers balloon tire cross-country race.

Our TIME Magazine coverman, corporate whiz extraordinaire and basic headman, Uncle Bud, has taken Skate Control Central's Warren Bolster memorial ping pong table and declared it off limits to our staff. We heard Bud's been jamming on it himself and is considering an all U.S. team tour to China to recoup our lost pong title. OTW salutes another great AMERICAN.

Turning his design talents elsewhere, Skitch Hitchcock is doing R & D for a new alternative form of transportation. A two-seat tricycle for adults.

And from our what did they do before dept . . . Santa Cruzian Rich Novack used to be the road manager for numerous rock groups in the south. Mr. Steve, the punk house kid, swears Rich handled, "'Leonard and the Chitlins,' just before they hit it big."

On a hundred-plus-day down Florida way, Kit Traversa took Gelfand and Goodrich out for a spin on his Kawasaki Jet Ski. After awhile, Gelfand stepped on a stick and was surprised to have the stick slither away. Traversa told Alan that there was nothing to worry about, since it was "only a water moccasin." Goodrich then asked if there was much physical damage inflicted at the lake by the snakes and Kit replied, "No, the alligators usually keep the crowd down . . . The water moccasins are only for backups."

After scoring a cover on Ollie's ramp, in Ollie's hometown doing Ollie's move, Brad Bowman decided to take his one man assault squad and move to Mission Beach. No one's had the nerve to tell D. David yet.

Mike Weed and Sarge Skoldberg ran their summer camp in a Swedish northern resort, where they found perfect skating conditions. With twenty hours of sunlight and the rest twilight, they just skated all night . . . or is that all day?

The Godfather, T. Sims, who was not buying a ski company in Colorado last spring, *was* obtaining sufficient machinery and tooling for his new composite decks. T.G.F. is currently tuning up with Bilbo Baggins and Lonnie Toft for the new winter season's one-track carves.

Rainbow Waves' decision to do a skate-of-the-art pool, was such a popular move that several locals began donating their personal funds to get things moving.

The legendary future pool at Upland is presently filled to capacity with water. Inside divers are calling the surfaces bueno. Hoffman promises to dry it out for proof soon.

Michael Williams has been hanging with Steve "Fishman" Liss at New Break Team headquarters, south of the border. Besides tearing up the local entertainment establishments, the boys have been further refining those skating moves in the hydrosphere. (We're talking wave riding, flatlanders.) New surf shots include 360 rock walks, backside 360's, bert-reverts and rock 'n rolls. Eat your heart out Bertleman.

Funny Foto.

FASCIST FASHION DEPT.
Bulletin . . . New items from the Alva Action Line. Pants and jackets in quilted, tufted cire nylon; fluorescent shorts and purple and green cowboy skates. No word as to what Tony and designer Wayne Woods consider "survival clothes" yet.

DEVIL DOG DEPT.
Unfortunately, our first in a series of monthly column updates from gnarly Charlie Ransom in the USMC boot camp, didn't arrive on time. The fact is our new "From Ransom in the Marines" column may be abandoned since Charlie isn't interested anymore. In the Corps that is. Yes skatefans, the truth is that our fighting star decided to go for an early-out option on his enlistment. Seems that after three weeks, Ransom had taught the Marines enough new tricks to keep them going at *least* until the Quadcentennial, and that's two hundred more years. Besides, it seems Charlie has gone into even more intensive training at an undisclosed location. The OTW Rumor Hotline has gotten several reports that Ransom is possibly zeroing in on a Hollywood career. The film most frequently mentioned is the in-production epic, "The Brown Buffalo," which features Saturday Night Live's Bill Murray as Dr. Hunter S. Thompson. Gnarly Charlie's involvement in all of this is still officially unconfirmed, but if Ransom isn't the man for this gonzo exercise in terror, then *who* is?

BUST OF THE MONTH DEPT.
D. David Morin took Susan Ford to the 1973 Inaugural Ball at the White House.

QUESTION OF THE MONTH DEPT.
From G & S Dave McIntyre: "Is the Powell challenge plaque as effective as the truck penetrating the Powell deck used for the plaque?" We didn't know, so we asked George Powell who answered, "Small minds."

QUOTE OF THE MONTH
"Why pay for it when you can get it free?" — G. Friedman

"Don't put anything in OTW about me and girls 'cause my mom reads the column." — Alan Gelfand.

"Don't believe anything King James says about what happened in Europe . . ." — Benito

FOOLISH PROPAGANDA DEPT.
At last a winner in our July foolish foto funtest. On his third picture postcard in one week, Hector Buenavilla of Phoenix, Arizona, guessed sometime-contributor Benito Schwartz as the curious mysto man . . . which is about as close as anyone's going to come. (See the resemblance now?) As for the identity of the August stumper, carefully examine last month's Tracker ad for the long and short of the matter.

This month's foto should be easy by comparison. Not only is he an excellent diver but he's better inside the pool. He also tries harder. First correct ID (on picture postcards, of course) wins our usual SKATEBOARDER surprise prize package. Until next month, keep the noose loose, but hang in there.

A STAND OUT AMONG MODELS!

Variflex introduces George's new 10" x 30½" **Verti-Lam** model. Featuring bright 2 color sweepback graphics top and bottom, clear 3M grip tape and Variflex's own predrilled multi-ply Verti-Lam construction. Shown left with Variflex **C-3 wheels** and **Connection Trucks** the lightweight Orton Board is truly a standout among models!

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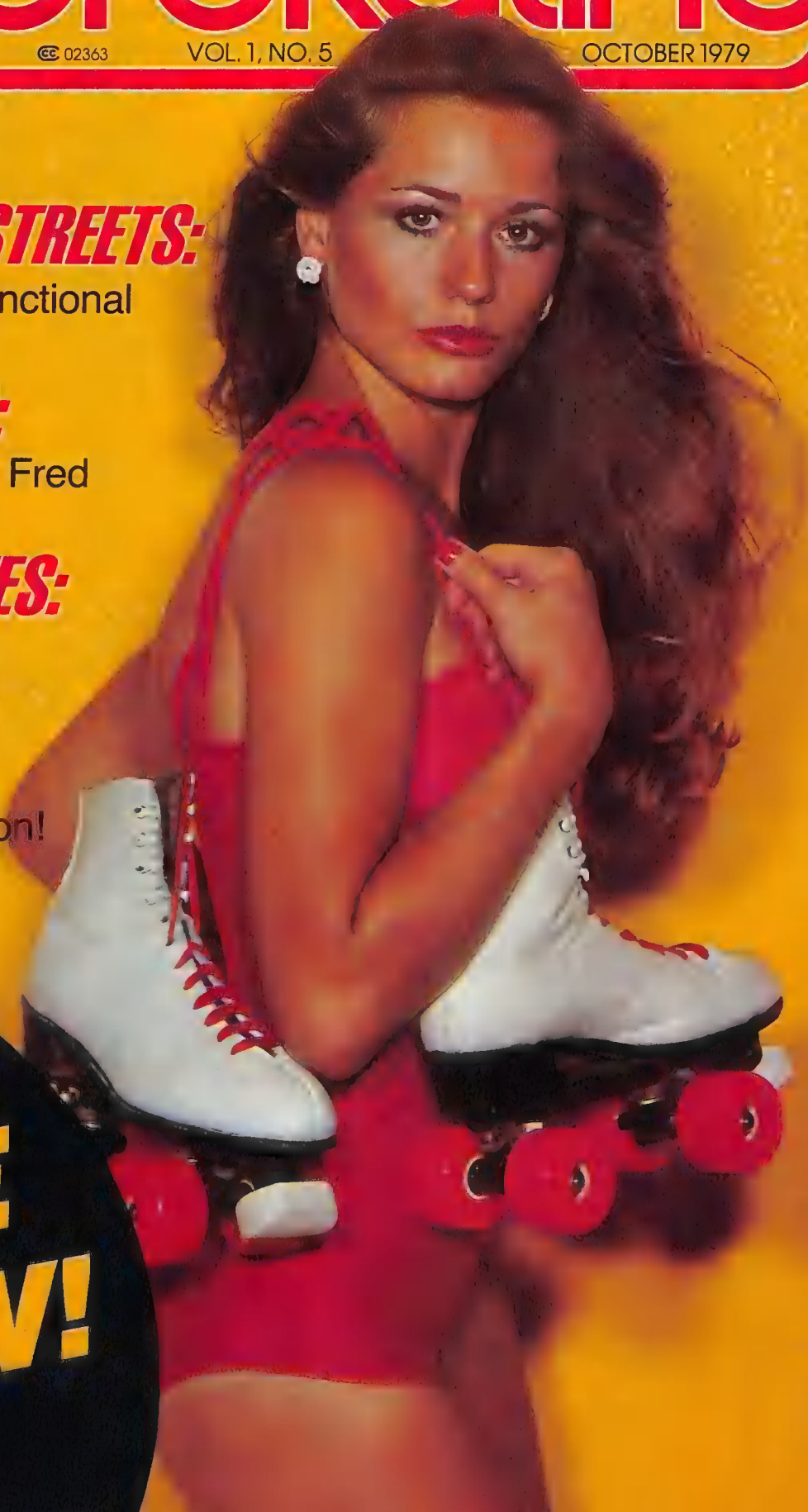

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Extra

Stockholm's indoor park, New Sport House, is known to have its share of resident terrorists (watch for reports in coming issues), but scare tactics at the toilet??? . . . Actually, the Swedes have a good, decent sense of humor and a progressive notion of graphics – all of which has made New Sport one of the best dressed parks we've yet to come across.

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- ☐ KANOA "New Tri-Beam" Featherlight w/ Pizza and clear tape, Grabs built in, Airbrush, ☐Bobby Valdez 10.5"x30" $39.95. ☐Lonny Hiramoto 9.5"x30" $37.95
- ☐ KANOA Stubby $25. ☐9"x30" ☐10"x30" includes 3M clear grip tape, w/wheel wells.
- ☐ KANOA Pig "Howard Hood" model $35., 10"x30" ☐9"x30" $33 w/wheel wells, clear 3M and pizza deck grip tape and nose bumper.
- ☐ KANOA Pig 7 ply/fiberglass ☐9"x30" $38.95 ☐10"x30" $43.95 (same as Howard Hoods Pig above).
- ☐ G&S ☐Team Rider ☐28" $31.95 ☐30" $32.95 ☐Proline 500 ☐9"x28" $34.95 ☐9.5"x30" $35.95 ☐10"x32" $36.50.
- ☐ G&S ☐Pine Design "Saladino" ☐8¾"x28" $36. ☐9½"x30" $38. ☐10"x30" $40.
- ☐ G&S Flying Ace "Martinez" 10"x30" $39.50
- ☐ Z-PRODUCTS ☐Pig Series $34.95. ☐Pig 10¼"x31" ☐Plumer 9¼"x30¼" ☐Wilson 10¼"x29" ☐Polar Bear 9½"x32" ☐Grimes 10¾"x33"
- ☐ Alva ☐9"x30" $36.95 ☐10"x30" $38.95 ☐10¾"x31" $38.95
- ☐ DOGTOWN SKATES ☐Shogo Kubo Airbeam 10½"x30.5" $42.95 ☐Big Foot 12"x30" $44.95 (no tape) ☐Humpston 10"x30" $38.95 ☐Muir 9"x30" $36.95 ☐Biniak 9½"x30" $44.95
- ☐ CASTER ☐Inouye ☐10"x29" $44.95. ☐10¼"x31" $44.95. ☐Strople 10¾"x30" $41.95.
- ☐ KRYPTONIC ☐K-Beam ☐Steve Alba 10.5"x30.5" $41.95. ☐Steve Alba 11¼"x31" $42.95. ☐Mickey Alba 9¾"x29½" $40.95 ☐P-Tex Bootom Ski Construction 9¾"x31" $49.95
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- ☐ MADRID Ultra-Lite Fiberglass Ply 10½"x30" $28.95 (no tape)
- ☐ LOGAN ☐10"x30½" $30.95
- ☐ Hobie Park Machine ☐10"x29" $36.95 ☐10"x31" $37.95
- ☐ Sims, ☐TOFT ☐10"x30" $36. ☐10"x31.5" $37; ☐BOWMAN 10"x30" $36; ☐SUPERLIGHT 9"x30" $36.00, ☐10"x30" $38; ☐SUPERPLY ☐9"x30" $33. ☐10"x30" $35; ☐TAPERKICK 9"x30" $39. ☐10"x30" $40; ☐B-WHEELER $49.95; ☐FLYING WEDGE 9.5"x30" $32. (Ayres Model).

TRUCKS (2 needed per skateboard) price for one truck

- ☐ INDEPENDENT (Indy) ☐88mm $11.50 ☐109mm $11.50 ☐121mm $13.50 ☐131mm $14.50 ☐Grindmaster $1.50 ea. ☐ 151 MM $14.50
- ☐ TRACKER "Gnarly" (w/pads); ☐Midtrack $12.95; ☐Fultrack $13.50, ☐Fultrack Magnesium $21.95, ☐Extrack $13.95. ☐Extrack Magnesium $22.95; Copers, each—☐Mid $3.25, ☐Full $3.50, ☐Ex $3.75.
- ☐ LAZER (w/pads): ☐Freestyle $7.95, ☐Slalom $8.95, ☐8" Grinder $11.50.
- ☐ GULL WING: ☐Pro $10.95, ☐Wide Pro $11.95, ☐Super Pro $12.50.
- ☐ BENNETT: ☐Vector II $11.95, ☐Vector Stak+Trak $13.50 (Something New Soon!).
- ☐ ACS: ☐"500" $5.50, ☐"580", ☐"651" $7.50, ☐"650" $6.95, ☐"800" $11.50, ☐"Lite" $12.95, ☐"Wide Lite" $15.95.
- ☐ ALVA: ☐123mm $11.95, ☐131mm $12.95.
- ☐ ENERGY 190 mm $11.95
- ☐ BSC 131mm $12.95, ☐Variflex 8" $11.95

WHEELS (PRICE FOR ONE WHEEL) includes two bearings and wheel spacer. WITHOUT bearings deduct $2 per wheel. All wheels, unless specified come with AZF bearings. ADD 60¢ per wheel for other choice. ☐SIMS GOLD ☐SIMS SILVER ☐GMN ☐KRYPTONIC: ☐ADD $6.00 per wheel for GMN Z-T96H HIGH Performance Bearings: ☐ADD per wheel $3.50 for Z-BEARING System (not for core wheels).

- ☐ SIMS, comes w/Sims ☐Gold or ☐Silver Bearings, Deduct 60¢ per wheel for AZF's ☐Snake Conical $8.95 asst. colors ☐Comp II Conical Asst. colors $8.50.
- ☐ KANOA Rollouts, smooth Kynex Forumla, fast crushproof thick radial as a double conical w/special full lip 64mm $7.50, 65mm $7.95 ☐Hot pink ☐Orange ☐Yellow ☐Lime (Doug Schneider wheel) ☐64mm ☐65mm ☐93 ☐96 Durometer.
- ☐ KRYPTONIC ☐'C' Series 'Core' w/Krypt Bearings or choose SIMS or GMN. ☐Deduct 60¢ per wheel for AZF's ☐C-60mm $7.95 ☐C-65mm $8.50 ☐C-70mm $8.95 ☐Red 78A ☐Blue 88A ☐Green 93A ☐Cx63mm $8.50 ☐Cx66mm $8.95 ☐Blue 90 ☐Green 94 (CX's are center bearing wheels)
- ☐ Yo-Yo ☐65.5mm conical $8.50 ☐double conical $8.95 ☐orange ☐blue
- ☐ Bones Peralta $8.95 ☐85 ☐92
- ☐ Bones ☐60mm $7.95 ☐64mm $8.50 ☐65mm $8.25 ☐Peralta $8.95 ☐85 ☐92
- ☐ Hobie ☐Claws $7.95 ☐Cheater (Alum core) $9.95
- ☐ UFO Saucer $10.95
- ☐ ALVA ☐Conical $8.95 (Asst. colors)
- ☐ Dogtown ☐Rock N' Roller $8.50 ☐Conical
- ☐ Sunspot 65mm $7.95
- ☐ Gyro ☐$10.95 ☐62mm $10.50
- ☐ OJ ☐Radial Juice 63mm $7.95 ☐65.5mm $8.95
- ☐ Wings II conical $8.95
- ☐ 'Z' ☐Smooth $6.95 ☐Z-Grove $7.50 ☐Z-conical $7.50 ☐w/z-Bearing System add $5.50 per wheel.
- ☐ Variflex Conical "center bearing" $8.95 (center bearing core)

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- ☐ **HELMETS** ☐KANOA Jay Adams Flyaway $29.95 ☐Blue w/white pins ☐Black Deluxe $34.95 ☐SIMS Flyaway $34.95 ☐Silver w/black and white Pins $34.95, ☐KANOA J. Adams Airborne $24.95 (same as Flyaway but no pinstrips, nylon chin strap not leather) ☐PROTEC $22.95 ☐NORCON $12.95 ☐KANOA PRO $14.95 ☐Cooper 300 $12.95 ☐Cooper 600 $19.95. Sizes KANOA, PROTEC, COOPER 300, NORCON ☐s ☐m ☐l, Cooper 600 Adjustable. If in doubt, measure head. Colors ☐Red ☐Yellow ☐Blue. Color substitution possible, make two color choices.
- ☐ **KNEE PADS** ☐NORCON ☐ADULT $14.95 ☐Junior $14.50; ☐Rector $13.95 ☐Rector w/caps $19.95 ☐xs (not in cap) ☐s ☐m ☐l; ☐Ferragamo w/caps $9.95 one size fits all. ☐Sanjon Terry pad cap $17.95 ☐s ☐m ☐l, ☐Krypt $14.95 ☐s ☐m ☐l.
- ☐ **ELBOW PADS** ☐NORCON $14.50 ☐Adult ☐Junior ☐Rector $12.95 Rector w/caps $18.95 ☐xs ☐s ☐m ☐l (xs not in cap) ☐Ferrangamo w/caps $8.95 one size fits all ☐Sanjon terry pad cap $17.95 ☐s ☐m ☐l, ☐Krypt $13.50 ☐s ☐m ☐l.
- ☐ **WRIST GUARDS** ☐'NEW' Sanjon w/replaceable leather palm $19.95 ☐xs ☐s ☐m ☐l, ☐HOBIE $24.95 ☐s ☐m ☐l, ☐Rector $26.95 ☐s ☐m ☐l. ☐Krypt $24.95 ☐s ☐m ☐l
- ☐ **ANKLE GUARDS** "VANS" $7.95 ☐s ☐m ☐l.
- ☐ **SKATE SHORTS** ☐KANOA Hipsavers $18.95. ☐Rector two/tone $28.95 ☐Skatepads w/nylon rear $28.50. Send waist measurement. Sizes 24-36 (24" not available in Hipsavers)
- ☐ **SKATE SHOES** ☐Hobie Low Cut $19.95 ☐Hi-tops $22.95. Send foot diagram and shoe size.
- ☐ **GLOVES** ☐SIMS $24.95 w/urethane palm and fingers ☐Rector $16.50 ☐Eagles $12.95 ☐Z-Park $14.95 ☐Sanjon Fingerless w/leather replacement palm $16.95 (unavailable), ☐New Sanjon $9.95, ☐Hobie $15.95

CLOTHING

- ☐ Skateboarder Magazine Sock $3.75 ☐Boy's ☐Men's ☐360° $3.50
- ☐ Town 'n Country Shorts (for swimming also) $19.95. Send waist size 26-34
- ☐ Ocean Pacific corduroy walk shorts $14.00 ☐Navy ☐Powder Blue ☐Tan, sizes 23-38 (make two color choices).
- ☐ Quicksilver Trunks $17.95 size 24-36
- ☐ Sims Team dress shirt, short sleeve $14. ☐s ☐m ☐xl
- ☐ Sims Hat $4.95 ☐Kanoa Hat $4.95 ☐Mellow Cat $6.00 ☐Indy $4.95 ☐T & C $5.95
- ☐ G & S $5.95 (one size fits all)
- ☐ 360° shirt (as shown) $15 ☐s ☐m ☐l ☐xl

SKATEBOARD ACCESSORIES

- ☐ **BEARINGS** (For 1) ☐Sims Gold $1.50 ☐Sims Silver $1.50 ☐AZF $1.00 ☐Kryptonic $1.50 ☐Z-System $2.50 ☐GMN Z-T96H $5.00 (These are able to be cleaned and re-used.) ☐**RUBBER** (Action) ☐TRACKER (4) $1.50 ☐Hard ☐Soft ☐Alva (4) $2 ☐Clouds (8) $2.95 ☐Bennett (4) $2 ☐ACS Suspension Kit $2.95 ☐Lazer (4) $1.50 ☐Full (4) $1.50 ☐Indy (4) $2.
- ☐ **ROBINAK** duffle skate bag $33 ☐ROBINAK Skate Back Pack $19.95 ☐**GULL WING** 8" Axle conversion kit $5.95
- ☐ **GRIP TAPE** ☐Pizza Deck 20 grit ☐10" $2.75 per ft. ☐8" $2.50 per ft. ☐Blue Pizza Deck ☐Deck only in 10" ☐3M ☐Clear ☐Black ☐Red (clear avaialble in 8", 10"). Price is by width per foot long. ☐1" 20¢ ☐2" 40¢ ☐4" 80¢ ☐6" $1 ☐8" $1.30 ☐10" $1.75 ☐**Z-GRABAIR** $1.95 ☐**TRACKER COPERS** ☐Ful-Coper $3.50 ☐Mid-Coper $3.25 Ex $3.75 ☐**Pivot** Cushion $1.00 (2) ☐ACS ☐Tracker ☐Bennett ☐Gull ☐Lazer ☐**AXLES** ☐Bennett Pro $2.50 ☐AD Trak $3.00 ☐**AXLE LOCK NUTS** 5/16" (4) $1.00 ☐Bennett (4) $1.60 ☐**MOUNTING** HARDWARE 8-Lock nuts and screws $1.50. Screw size ☐1" ☐1¼" ☐1½" ☐2" ☐**BASE PLATES** ☐Bennett $2.50 ☐Metal for Bennett $2.50 ☐ACS Probase $2.50 ☐Gull $4.50 ☐Tracker $3.50 ☐**SKIDPLATES** ☐Dual Wedge $1.50 ☐"360" $1.50 ☐Power Pivot $2.95 ☐White ☐Black ☐"180" $1.50 ☐6" Wood $1.95 ☐8" Board $2.95 ☐Powell 8" $3.95 ☐**MAD RAT** Hip and Tail Bone Pads w/Velcro (sew in) $9.95 ☐**AXLE EXTENDERS** (4) $4.95 (precision) ☐**WRENCHES** ☐5-way $2.95 ☐4-way $1.95 ☐"T" $1.50 ☐**RISER PADS** ☐Urethane ¼" 75¢ ☐tracker space blocks ☐¼" 80¢ ☐½" $1.00 ☐Lazer ¼" 80¢ ☐RAD PADS $4.50 ☐#1 Soft ☐#2 Hard ☐#3 Freestyle ☐**SKY HOOKS** pr $5.95 ☐**BEARING** FLUID ☐Tri-Flon ☐Liquid 99¢ ☐Aerosol $2.95 ☐Clean n' Quick $2.95 ☐**BEARING REMOVER** ☐Powerflex $1.95 ☐Standard 99¢ ☐**HEADBANDS** $1.50 Ea. (includes mailing) ☐SKATEBO, MAG. ☐Sims ☐Bones ☐Krypt ☐B & S ☐Powerflex ☐ACS ☐**NO HANGS** ☐Functional $8.95 ☐Lip Slider $5.50 ☐Plastic Cheater $3.95 ☐**NOSE GUARDS** ☐Powell ☐G&S $2.75 ☐Kanoa $1.50 ☐Z-**SKID** $3.50 ☐Z-**RAIL SLIDER** $1.95 ☐**MADRID GRAB-AIRS** $3.50 pr (lam. wood) ☐**CLYDE SLIDE** $7.95 ☐Eye Ball Tail Skid $4.50 ☐hard ☐soft.

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ROLLER SKATES — READ CAREFULLY! Price includes (2) shoes, toe stops, (2) bottom plates, 4 trucks. Price does not include wheels or bearings. Listed below are special prices on outdoor roller skate wheels. You may choose the necessary 8 wheels from our skateboard wheel column — but do not choose anything over 65mm, or center bearing wheel. We recommend a 60mm - 64mm wheel. Wheel price includes semi or precision AZF German Speed Bearings. Choose shoe style, then choose wheel, then bearing. Add price of shoe, 8-wheels, any extra for bearings..

- ☐ PACIFIC ROLLER (Sprinter or Kanoa or Super Pro) $46.75 pr. ☐Leather Styled Bob Wolf shoe, excellent support. $46.75 w/standard trucks.
- ☐ VELCRO SKATE $49.50 w/standard truck.
- ☐ ROLLER DERBY $46.75 w/standard trucks ☐White (women) ☐Black (men).
- ☐ ACS w/430 trucks $52.00 ☐w/580 trucks $62.00.
- ☐ JOGGER $55.00 w/sure grip trucks.
- ☐ HOBIE HY-TOP $46.75 w/standard trucks.
- ☐ BAUER OAK STREET $109.00 w/Oak Street trucks.

ROLLER SKATE WHEELS. Price per wheel. Eight needed per set of skates. Each wheel comes w/semi-precision bearings. ☐Add $1.00 per wheel for AZF German Speed bearings. ☐Add $2.00 per wheel for Sims German Speed bearings or choose from Skateboard Wheel Column.

- ☐ STANDARD 64mm Urethane Wheel - Blue $2.50 (for the average or beginner skater.)
- ☐ KANOA ROLLOUTS 64mm $5.50.
- ☐ SIMS ROLLER SNAKE $5.95
- ☐ KRYPTONIC "CORE" $6.50 (for skates only)
- ☐ GYRO "CORE" $7.50 (for skates only)

ROLLER SKATE ACCESSORIES

- ☐ Leaher Toe Guard $4.50 pr.
- ☐ Urethane Toe Guard $4.50 pr.
- ☐ Toe Stops $2.00 pr.

MEN'S AND BOY'S HIGH QUALITY T-SHIRTS. Short sleeve (s/s): Boy's $5.50. Men's $6.95. Long sleeve (l/s) Men's only $7.95. Sizes: Men's, small (34-36), med. (38-40), large (42-44), xl. (46). Boy's, small (6-8), med. (10-12), large (14-16), xl. (same as men's small). Colors: (Substitution possible, choose three colors.) ☐Light Blue ☐Navy ☐Yellow ☐Red ☐Tan.

(As Shown)	S/S	L/S	Boy's S/S (if no box not available)
Kanoa Skateboarder (Lonny Hiramoto)	☐	☐	☐
Sims Snake	☐	☐	☐
Town 'n Country	☐		
DT-Bull Dog "Hump"	☐		☐
DT-Tail Tap "PC"	☐		☐
DT-Red Dog "MUIR"	☐		☐
Inouye's	☐		
Z-Pig	☐	☐	
Bones/Powell	☐	☐	☐
TOFT Designs	☐		
Alva	☐		☐
Badlands "Pipeline"	☐		
Independent	☐		
AZF-Bearing	☐		
Mellow Cat (xs available)	☐		
GYRO	☐	☐	

☐DECALS (Includes Mailing) Small (S) 30c, Medium (M) 50c, Large (L) $1.00. ☐HOT PACK 12 Assorted $4.95. ☐HOT PACK 6 Assorted $2.50.

ACS	☐M						
Alligator	☐M	ISA	☐L	Riding High	☐M		
Alva	☐M ☐L	Kanoa Skate	☐M	Road Rider	☐M		
AZF	☐M	Kanoa Surf	☐M	Rockit	☐M ☐L	Alva	☐S
Balne	☐M	Kryptonic	☐M ☐L	Santa Cruz	☐M ☐L	Bad Co.	☐M
Bennett	☐M	Krypt. New Circle	☐S ☐M ☐L	Sims	☐M ☐L	Bone	☐S
Bones	☐M ☐L	Krypt. Rect.	☐S ☐M	Sims Snake	☐M	Caster	☐S
Cad Hot Lips	☐M	Lazer	☐M	Skateboarder	☐M ☐L	DTS	☐S ☐M
Caster	☐M	Lemon Juice	☐M	Toft	☐M	Dogtown (Org. Eagle)	☐L
Dogtown	☐L	Logan	☐S ☐M ☐L	Town n' Country	☐M ☐L	Dogtown (Blu. Eagle)	☐L
Energy	☐M	OJ	☐M	Tracker	☐S ☐M ☐L	Gyro	☐S ☐M
Fibrellex	☐M	Panther	☐L	UFO	☐L	Kanoa Pig	☐M
GMN	☐M	Park Rider	☐M	Warptail	☐M	Lip Slider	☐M
Harbor	☐M	Phoenix	☐L	Wonker	☐M	Lazer	☐S
Hobie Flex	☐M	Powerflex	☐S ☐M ☐L	Yo-Yo	☐M ☐L	Sims Wing	☐S ☐M
Hobie Park Rider	☐M	Quazar	☐M ☐L	Z-Flex	☐S ☐M	Skateboarder	☐S
Hobie Weed Rad.	☐M	Quicksilver	☐M	Z-Circle	☐S ☐M	Rainbow	☐L
Independent	☐S ☐M	Rad Pad	☐M	Z-Woody	☐S	Toft Outragous	☐M
Inouye	☐L	Rector	☐M		☐M		

(New Stickers)

(HOT PACKS WE PICK).

MAILING PROCEDURE: Send Money Order (Personal Check requires one week delay) to: Kanoa Surf, 702 Deep Valley Dr., Rolling Hills Estates. Calif. 90274. Allow 2-3 weeks delivery.

Shipping and handling costs:

		USA	CANADA	EUROPE	JAPAN/ASIA OTHER
Complete skateboard and/or 2 trucks w/wheels	Surface	$3.50	$6.50	$14.00	$20.00
	Air	$6.50	$8.50	$22.00	$40.00
4 wheels or 2 trucks, or skateboard top	Surface	$2.50	$4.50	$ 5.00	$10.00
	Air	$3.50	$6.50	$12.00	$18.00
Safety equipment	Surface	$2.50	$4.50	$ 6.00	$10.00
Helmets, Pads, Shoes, Etc.	Air	$3.50	$5.50	$ 8.00	$12.00
T-Shirts, Accessories,	Surface	$1.50	$2.00	$ 2.50	$ 4.00
Posters, Bearings	Air	$2.00	$3.00	$ 3.50	$ 6.50

Enclosed is $ _____, plus mailing costs $_____, 6% Calif. Tax $_____

$1.00 Optional Mailing Insurance $_____, TOTAL _____

Name _____

Address _____

City _____ State _____ Zip _____

Charge It: ☐Master Charge ☐Visa (Bankamericard) ☐C.O.D.

Card Holder # _____ Expiration Date _____

Signature _____

Items wanted: _____

TO HELL WITH HIPPERS!

Let's get down to it. Hippers, scrapes and bruises are part of a tough sport. But injuries you get from not being protected are dumb.

If you've been paying attention to the top pros you read about in this mag, you've been seeing S.I.O. gear. Shogo wears 'em. Chris wears 'em. Steve, Dennis, Tony . . . what does that tell you? They're hot! The S.I.O. Safety System offers the best in design and safety engineering: S.I.O. SHORTS & SAFETY LINERS feature Midwale corduroy with double thick reinforced seat and heavy duty snap & zipper. Shock resistant inner padding of thick ENSOLITE that you trim to fit your body style.

S.I.O. SAFETY EQUIPMENT is the other half of our story. Steel tough plastic Elbow & Knee Pads with Velcro straps: Steel shank, fleece lined wrist guards for sweat absorbency and our new Heel Savers promise you the backup you need for the most rad move.

If your dealer doesn't already carry S.I.O. tell him to get on the stick because it's skin off your bottom.

CHRIS STROPLE | DENNIS MARTINEZ | STUART SINGER | STEVE CATHY | SHOGO KUBO | TONY JETTON

FOR HIPPERS MINI-POSTER SEND $1.50 TO DEPT. 86 AT ADDRESS BELOW.

S.I.O. PROTECTS THE BOTTOMS OF THE TOPS!

SIO SKATEWEAR

DEALERS: CARRY THE HOTTEST NEW SAFETY EQUIPMENT WRITE OR CALL: DONEL DISTRIBUTORS/3510 CAVALIER DR./GARLAND, TEXAS 75042/214 272-5401.

A few minutes before midnight, June 26, 1979, Shogo Kubo (pictured above) boarded TWA flight 168 at LAX. The following day he arrived in London, England and was promptly escorted to undisclosed points east. From this point on, circumstances and details leading to, and surrounding his activities remain vague and at best puzzling. A cloud of mystery has fallen across what many thought to be a mere promotional tour by a world class athelete.

About ten days prior to Shogo's departure (roughly the middle of June) Dogtown Skates released, to local shops and stores throughout the free world, the SHOGO KUBO AIRBEAM MODEL (pictured below). Stated simply, the SHOGO model is the finest, most sophisticated skateboard to be found today. Today Shogo Kubo is nowhere to be found .... he remains abroad. Buy a SHOGO board, ride it, it will blow your mind. Think of your purchase as a statement, your contribution to help bring Shogo home, in one piece, in time for the holidays. Ride your SHOGO, show your friends you rip, and at the same time show them you care about something beyond yourself.

For more information contact DOGTOWN SKATES (213) 3229078

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